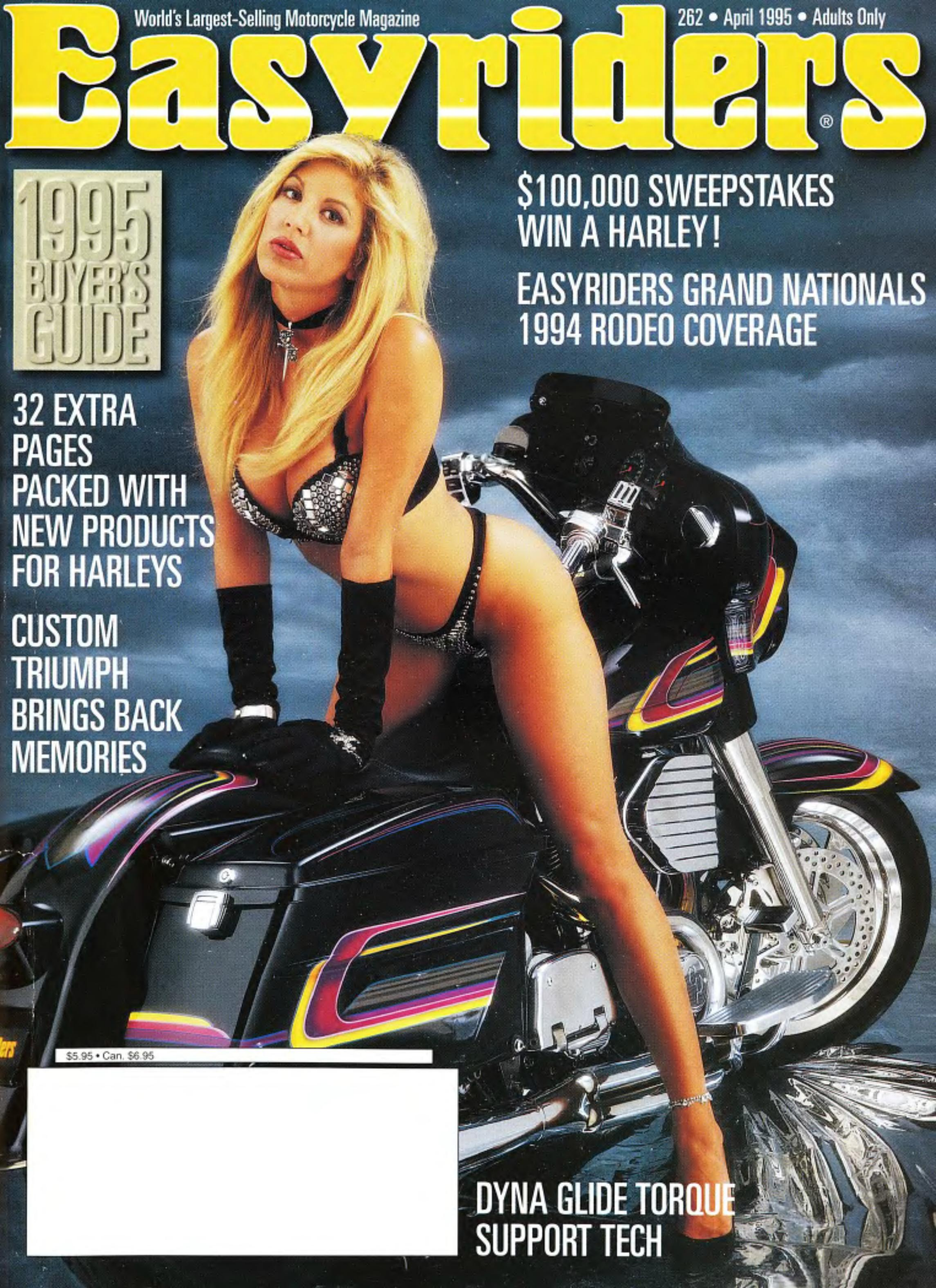
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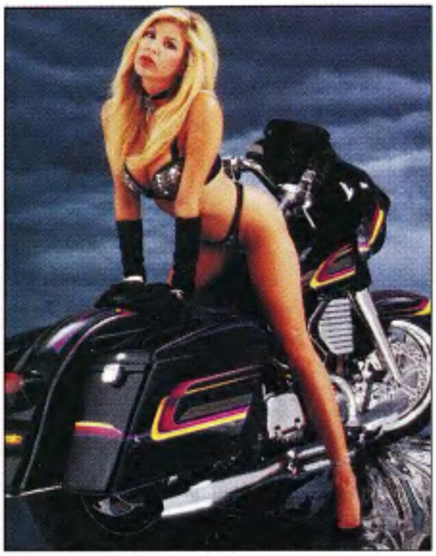

Cover photo of Jeane on Grady Pfeiffer's 1990 FLHTC Ultra by Raiko Hartman. See feature on page 50. Cover imaging by Noel Arias.

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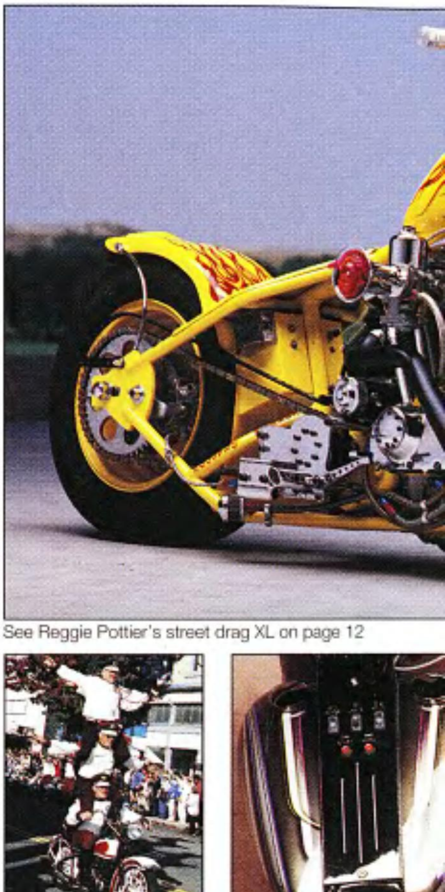

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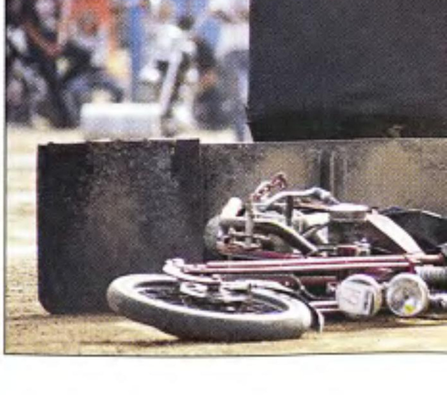

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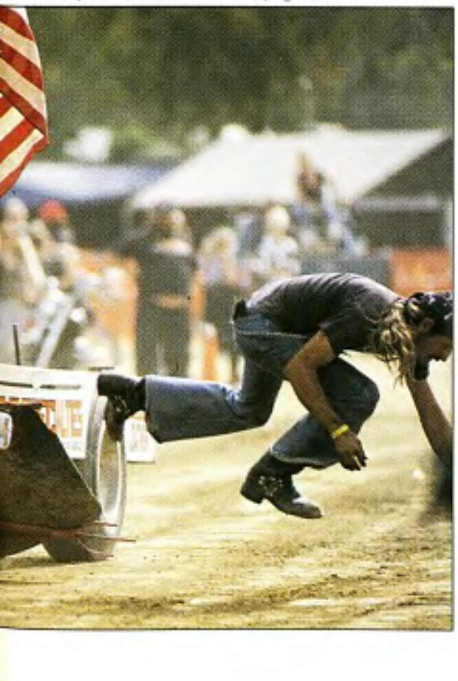

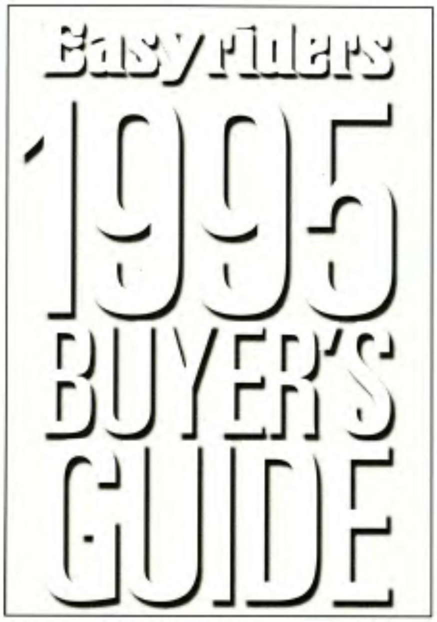

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The next issue goes on sale March 30

Easyriders magazine ISSN 0046-0990 Number 262. April 1995. Vol. 25. **Easyriders** is published monthly by Paisano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX: (818) 889-1252. Second-class postage paid at Agoura Hills, California 91301-2693 and at additional offices.
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The Audit Bureau

TAKING IT EASY

He tried to break into a store and set about prying open a door, but it snapped back and cut off the little finger of his right hand. Now what's he to do with his bloody finger inside the door and him on the other side bleeding like hell from a nub of a finger? He had a record so he figured it would only be a matter of time until he was busted—and it was.

They ought to stop women from doing such things—especially at bullfights! A bullfighter was gored to death during a bullfight because he was distracted by a women who removed her skirt and watched the fight braless and skirtless!

Seems the less you live with your children, the longer you'll live. A survey revealed that people in their 60s and 70s live eight to nine years longer if they live independently of their kids.

A 24-year-old, Miss Truly Gold, didn't like being kidded about her name. So she got married to a guy named Gary Boring. Now her name is Mrs. Truly Boring.

A man was sitting in the front row of an opera house. When the opera singer reached a high note, it shattered his glass eye!

The pipe bomb he had mailed was marked "Return To Sender" because he hadn't put on enough postage. Having forgotten the purpose of mailing it in the first place, he opened it and—surprise, surprise—it exploded.

The cops were giving him a lie detector test when one of them spilled his coffee on the machine and electrocuted the guy they were questioning. So what did they say in apology? They said they had already proved he was guilty.

That was it! He'd had enough. So a hot-headed guy snuffed his wife. What could she have done to make him want to kill her? She had squeezed the toothpaste from the top of the tube!

He went to a doctor and got an asthma shot. Then he started noticing that every dog within sight was following him. And when they'd catch up to him, they'd sniff and then lift a leg and take a leak. He'd had as many as 71 dogs following him at once. The doctor checked him, thinking he wasn't bathing correctly or something. After much checking they discovered that the shot they'd given him for asthma, combined with his body chemicals, produced some guck called pheromone, a substance that attracts dogs and makes them want to piss on ya!

This neurosurgeon was performing an operation on someone's brain. About halfway through the delicate operation, he got hungry. So he went to lunch, leaving the patient on the table with his skull open and brain exposed. When the state medical board suspended his license, they found that that wasn't the only time he'd screwed up. He'd also forgotten the names of surgical equipment during an operation, told a nurse to drill holes in a patient's head and work on the outer brain even though she wasn't trained to do so, and ordered intravenous fluids to be given to him during a procedure because he thought he was going to pass out. How'd you like to have that guy working on your head?

In December, a guy was granted a patent for a device that permits viewers to see an ordinary color TV or computer screen in three dimensions. He developed the device in a prison hospital, where he's lived for 10 years. He was declared insane following a 1984 conviction for killing his wife and flushing parts of her down a toilet.

Prisons in Romania are experiencing a wave of inmate's hammering nails into their skulls so they can be transferred from overcrowded cells to prison hospitals. Nails that go an inch deep or less are removed without surgery, but several men have driven the nails into their brains!

A nursing home owner got hungry so he called one of the nurses and asked her to make him a sandwich. When she brought the sandwich to him, he was so hungry that he started to scarf it. After a few bites, he thought it tasted strange so he lifted up one of the slices of bread and guess what? He found a dead mouse. (I guess the nurse was in a hurry and decided a mouse sandwich would be better than nothing—besides there was the mouse in the kitchen, lying beside the loaf of bread.)

This guy was standing around, minding his own business, when a 6-foot-7, 280-pound drug suspect was apprehended. The deputies arresting him were scuffling around with the football-player sized suspect while the guy watched the fuss. One of the deputies dropped his radio during the scuffle and ordered the guy to pick it up. He said, "Are you crazy?" After the cops subdued the hulk, they threw the on-looker in jail for failure to aid a peace officer. Some days it doesn't pay to get out of bed.

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Complaint
I saw the article about the grand opening of your store in Columbus, Ohio, in the January 1995 issue. The grand opening was on Friday, Saturday, and Sunday, but you only mention the winners with pictures for Saturday and Sunday. What happened to Friday's winners?

The first place winner on Friday (just for the record) was Bob Reed of Columbus, Ohio, with a 1985 Harley Softail Custom, and the second place winner was a girl (name unknown) from Wyoming, who had beautiful Harley three-wheel Evo. I'm not sure who won third place.

I think it's an injustice to those who took the time to be there for the first day and no one even bothered to recognize them. My husband put a lot of hard work and effort into building his Harley. He did all the work himself including the paint job.

Joyce Reed
Columbus, Ohio

Friday's winners were as follows:
1st: Bob Reed, Columbus, Ohio
2nd: Rachel J. Cummings, Gillette, Wyo.
3rd: Steve Baker/Curt's Custom, Mechanicsburg, Ohio

Earlyriders
I got a copy of your new magazine *Earlyriders* while in Las Vegas recently. I have your first issue from several years back and am extremely happy that you decided to bring it back. I collect old motorcycles (especially Harleys and Indians) and enjoy reading features on the old bikes and the people who restore and collect them .

Deke Diegal
Fargo, North Dakota

Setting Things Straight
When I saw Jim Hunter's letter (October '94 issue), describing a clean, simple sled as a "dog-ass Pan," I just shook my head, blew a fart to the four winds, and let it slide on by. Now, however, I've located another world-class whiner, and an overpowering urge got the better of me.

First, to Mr. Hunter: Wake up, asshole! Tastes differ. (That's how ugly women get married and have ugly kids.) And there ain't no such thing as Santa Claus, the Easter Bunny, or a dog-ass fuckin' Pan!

Second, to Ghost in the January 1995 issue: I've been readin' this rag since the first issue, and the fiction is one of the best things in it. So what if the "jerk" is in the same shape he was in two months ago! So the fuck am I.

Fiction is just a look at the fantasies of the writer, Ghost, and we should be damn thankful for fantasies. If it weren't for fantasies and moonless nights, our asses might have ended up as a stain on the shithouse throw rug.

Buckshot
Fresno, California

Problems Unite
If you've had problems with studs pulling out of soft cases in your '88-'89 H-D Big Twin engine, and the cases were replaced either in warranty or at your expense, write or call Stuart Pierce, 8826 Atlantic Blvd., Jacksonville, FL 32211, (904) 724-3826 (days), (904) 724-7408 after 7 p.m.).

Stuart Pierce
Jacksonville, Florida

Needs Manual
A friend of mine has a small (around 50cc) old Indian that I'm going to restore. It still has 65 psi compression and 90 percent of the bike is there. I don't seem to be able to find a manual on it. If anyone knows where I can find one, let me know. The serial number is 28129, and the engine is an OLIO CARICO/LIVE110.

John "Crazy Tech" Fay
1207 E. 76th Ave. #3
Anchorage, AK 99502
(907) 522-5032

A Helpful Hint
In response to the Clutch Fix Tech Tip in the December 1994 issue, here's what I did to improve my Shovel's clutch. First, I shitcanned the H-D invented cheap piece of shit throw-out bearing and replaced it with the old style, heavy-duty throw-out bearing and correct length pushrod.

I replaced the 3-stud clutch hub with the 5-stud for more precise clutch spring measurement and adjustment.

You can put two seals in the clutch hub nut—there's enough room. I put in the primo 52 rollers in place of the staggered roller cage and also put in the ram-jet retainer.

I have no more clutch drag and can find neutral at a stoplight. It's worth the time and money to install these parts.

Red
Bay Area, California

Word of Thanks
I'm writing to thank you for the coverage in *Easyriders* Video #21 and the December '94's issue on the Run to The Wall in Washington, D.C. Maybe someday our brothers and sisters will be back with us—if this country ever stops worshipping the almighty dollar and puts a value on human life.

Bear
Lowell, Massachusetts →

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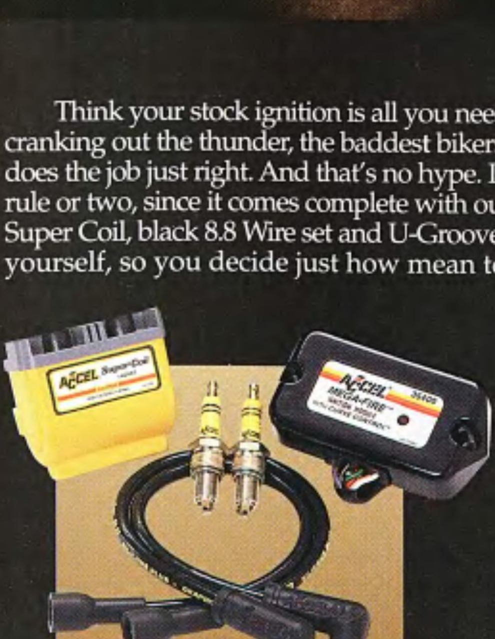

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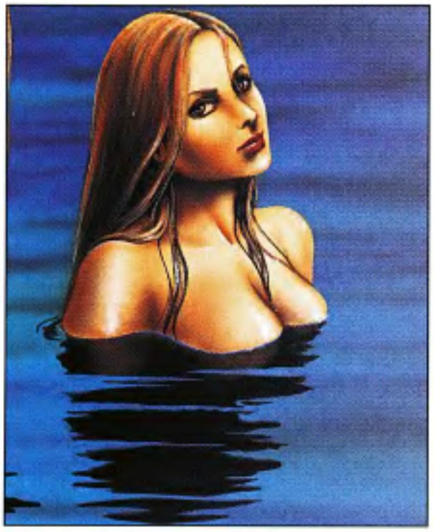


Where's Dave Mann?

All right, dickwads, what gives? I've been readin' this rag since before Rufus died, Sarge left, and Spider traded Mutha for an old Indian. I've seen Whatdafuck Day (September 26) come and go. And now in my January 1995 rag there's no fuckin' Dave Mann. What's the deal? No raisin pie to you fuckers till he's back.

Steve "Pig Pen" Hatcher
Bullet County, Kentucky

He's here. Check out the outrageous fiction illustration.

Help!

I've been puttin' since I was old enough to kickstart my first Shovel and perusing the pages of this most excellent rag from about the same time. Over the years I've been impressed by the response from all my bros and sisters when one of our own cries out for help. Though I'm 40-plus years old, hardheaded, and just plain proud, I feel it's time to break through that false wall of male macho ego bullshit and ask for help myself.

I have a '91 Sportster I call "Piglet," a pretty powder blue sled just the right size for this 140-pounder to cruise the place I call home. Unfortunately, back in July a black cloud fell upon my parade, leaving me without the use of my left leg and strapped to social security. So here I sit, low on funds with a powerful hunger to be riding these concrete waves. My dilemma is trying to come up with an inexpensive way to make my scoot handicap-accessible which, with my limited mechanical knowledge, means adding a third wheel or sidecar and conversion to hand shift. I need tips, parts, advice, and a little help from my friends to get the feel of wind through my hair and Hawaiian sunshine on my face.

John B. Northern
577 Paopua Loop
Kailua, HI 96734

See the Tech Tip on page 32 of the March '95 issue.

Legal Stuff

In some of the legal cases I've read, the state justifies the helmet law by claiming a "compelling state interest" in preventing injuries to bikers. Well, a lawyer told me years ago that's not good enough, because case law shows judges require law to be more than just reasonable. The law has to use the "least restrictive means" to serve a "compelling state interest." This is where I need help. Can anyone find or quote a case (even a non-motorcycle one) where the ruling was against the state because it wasn't in the "least restrictive" style. I really need help in getting the helmet law repealed.

Treetopper
610 Manatee Dr. SW
Ruskin, FL 33570

Rebuttal to Lucky

I've been fortunate enough to make a little bit of paper in my life. I love my Harley Fat Boy as much as any hardcore biker loves his bike. However, I'm tired of these trailer park-living, Spam-eating, jealous fuckin' peasants telling me about buying into the lifestyle.

I want to support my local Harley dealership(s) and keep their mechanics working. Just because I don't choose to wrench on my sled and keep America working doesn't mean that I can't kick some ass. So all you long-time bros who have been out there for a while, don't get pissed off at the newcomers who are trying to maintain the spirit of two wheels.

Please print this letter. It would give some strength to those who allow themselves to feel like whimps because some other assholes are still livin' with mothers and ridin' rat bikes.

Ru$$ (Big Popa) Chunko
Trenton, New Jersey

No Raisin Pie

Well, folks, we've all made our share of blunders over the years, and I never thought I'd be writing you over some trivial shit, but I just couldn't let your latest fuck-up go unpunished.

Imagine my surprise when I got to the end of November on the 1994 *Easyriders* calendar and found that there were 31, yes, 31, days in November. Too bad I can't convince my boss to pay me for the extra day.

No raisin pie this month.

Curly
An American Living in Belgium

From Across the Pond

Your article on the European bikers' plight was great—knowing that someone else has taken notice and cares.

I love your country a great deal after holidaying there this past September. The people were so friendly. Yours is a great nation.

Peter Brook
West Yorkshire, England

A Quality Outfit

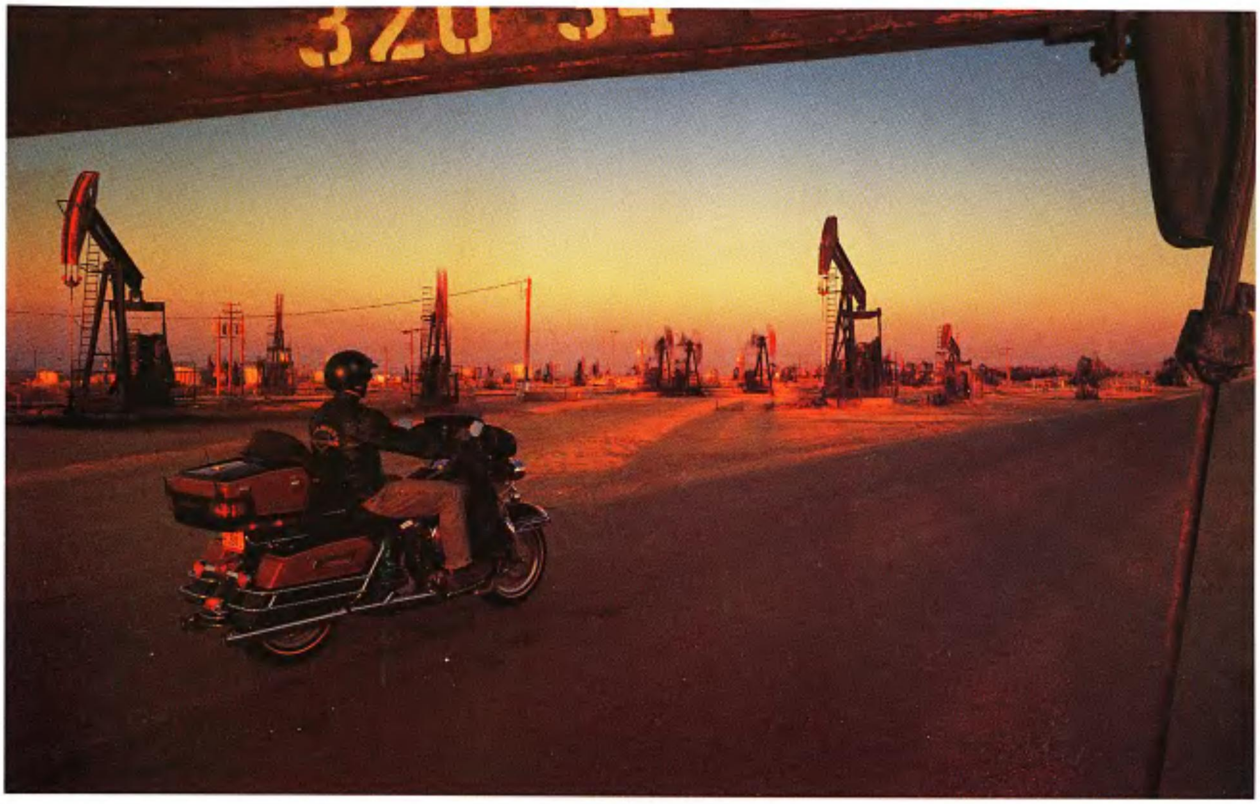
I recently purchased a Corbin Gunfighter with Snakeskin Flames and metal studs. When I opened the package, I was awestruck with its beauty, but when I installed my saddle on my '94 Dyna, I noticed minor flaws: two studs did not follow the linear flow, and the Corbin patch interrupted the pattern of studs on one side.

Now these flaws were so minuscule that most of my buddies couldn't spot them. They told me my vanity was distorting my vision. But still, I noticed that my seat wasn't perfect. I called and explained the problem to Mike. Without hesitation, he told me to return the seat. Well, not only did he work my saddle to perfection, he returned it to me in less than a week, as promised, just in time for the Love Ride.

Most often only the pissed-off people write in to complain. I just wanted everyone to know what a quality outfit Corbin is.

Thomas Tymn
Fresno, California

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the ... back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to Wordmonger, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000.



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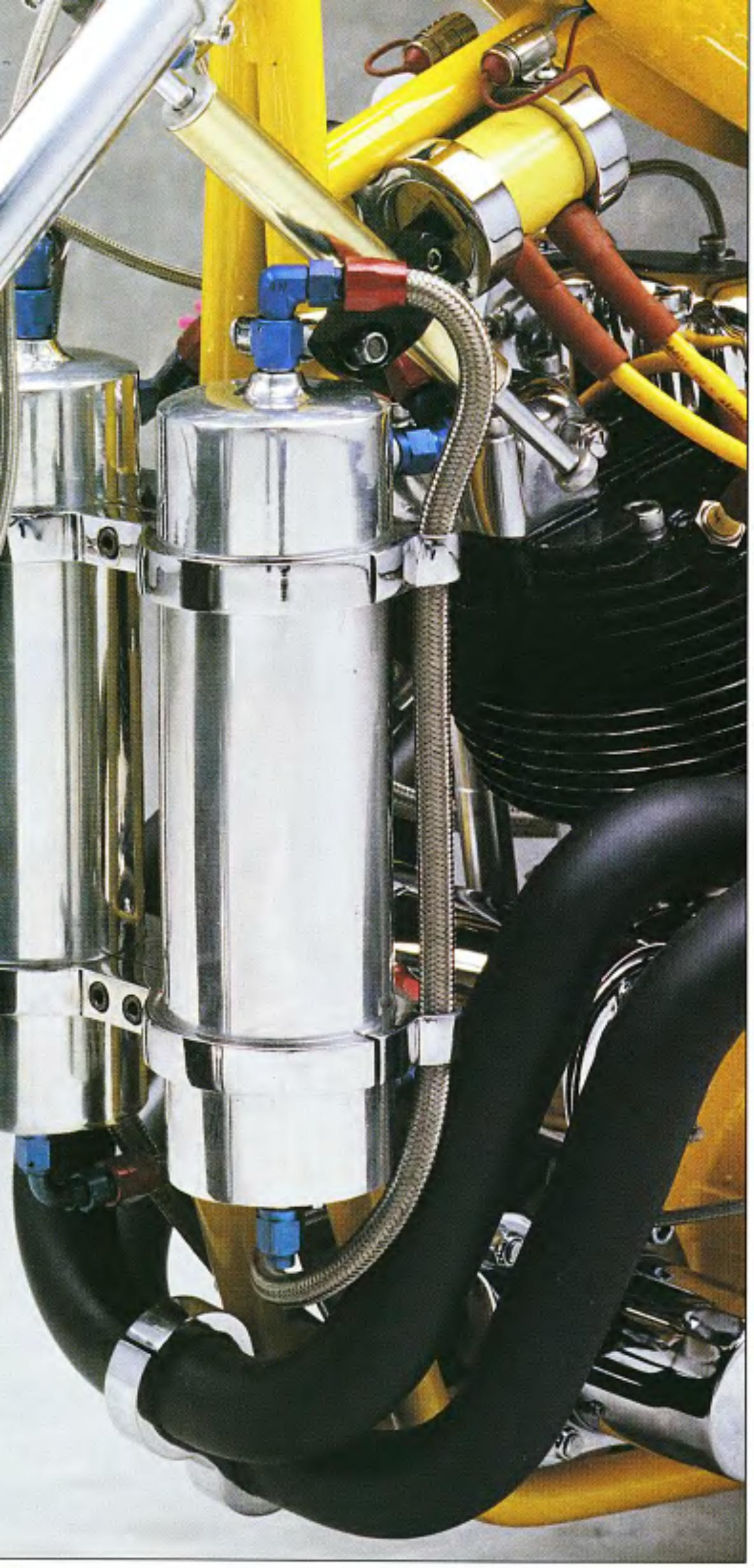
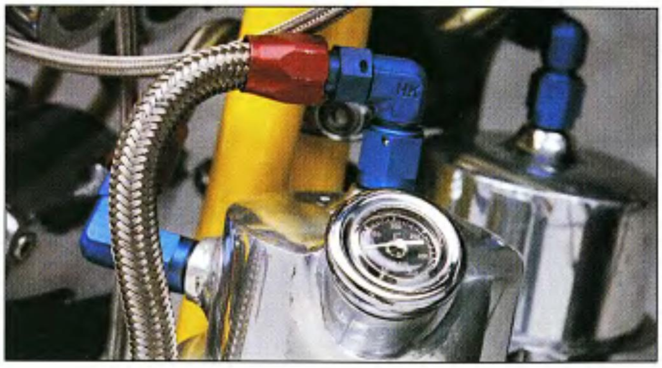
STREET Dragon

REGGIE POTTIER'S RAKED RIGID IS PROOF THAT WHEN YOU CAN'T GET NO SATISFACTION AT HOME, YOU GOTTA TAKE MATTERS INTO YOUR OWN HANDS





This screaming yellow zonker, affectionately known as "Street Dragon," would never be confused with "Mellow Yellow" or even "Old Yeller," for that matter. This 1979 XL is anything but mellow. She's mean, lean, and fast, even when she's standing still. Go ahead and ease on down into the frame. Rev the motor. Feather the clutch. Spin the wheel zero to a helluva lot faster than you really want to go ... Yeah you get the picture.

The master of this creature is Reggie Pottier, a Frenchman with the need for street-scene speed. Reggie got bit by the bike bug in the '70s. France, at that time, did not have many custom catalogs or accessory shop as it does today. How we take for granted dialing an 800 number, and presto, the awesome items are at your door step—sometimes in less than a week. Or heading down to your local dealer and pick up your part, install it and go for a ride on Sunday. Shit, we have it way too easy!

When Reggie and his Beaujolais-guzzling bros wanted custom parts they could do one of two things: try to locate the parts there (fat chance), or, pay dearly and buy from the United States (and wait ... and wait ... hoping that the part that finally arrives is the right one). Being in a true no-win situation, the boys put their heads together, used some creative thinking, and learned to customize their own parts. Lessons learned well. Check out the oil and fuel tanks and the radical frame. This baby even boasts a hydraulic clutch.

Reg has come a long way since those early days when he had only copies of his biker's bible, *Easyriders*, and the Jammer handbook. Those old relics are now his holy grail—with a place of honor in his collectibles.

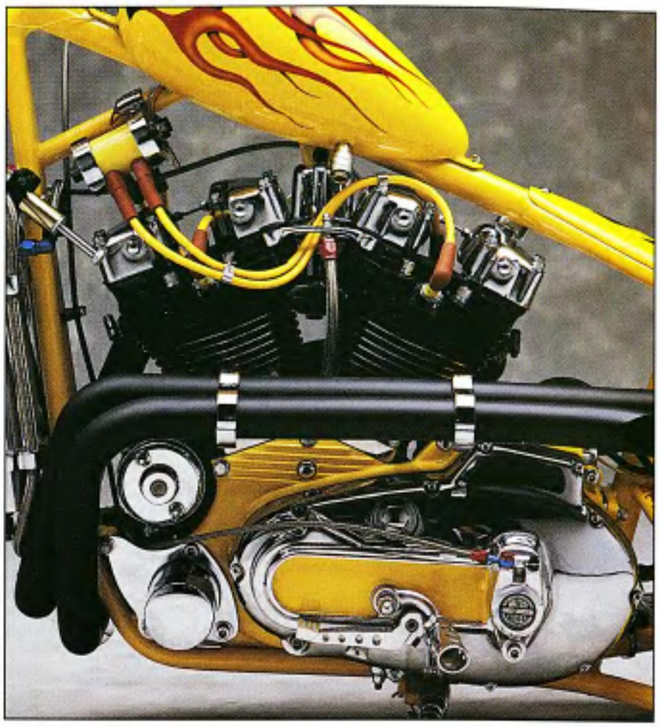
His years of custom building led him and his partner, P.J. "Zan" Zanvit to open their own custom shop, "Street Drag," in 1990. This machine here is their calling card. It was the winner of one of the largest shows in France, "La Roche Sur Foron." They took their first-place prize (two tickets to Sturgis) and loaded up the Dragon for Big Daddy Rat's custom show and won Most Radical Sportster. It's not hard to see why. Check out Zan's handiwork, especially those billet pieces and handmade parts.

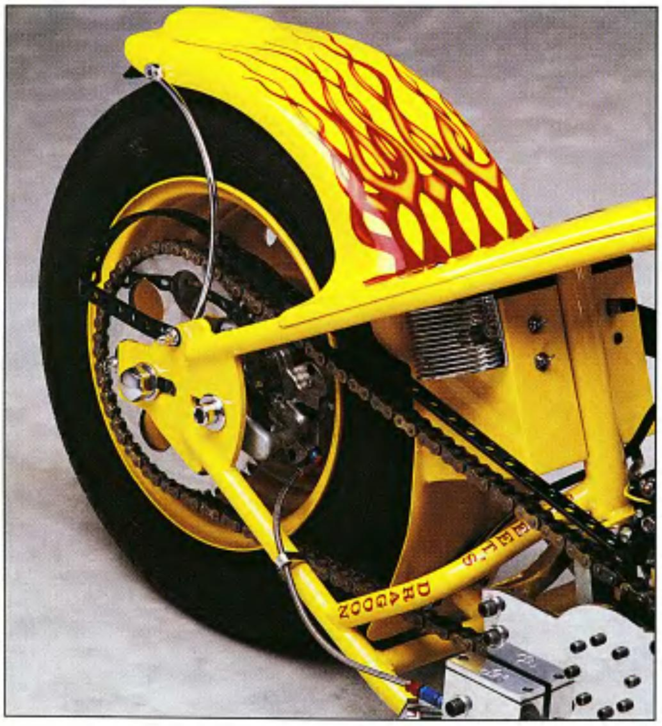
"It was the winner of one of the largest shows in France, "La Roche Sur Foron""

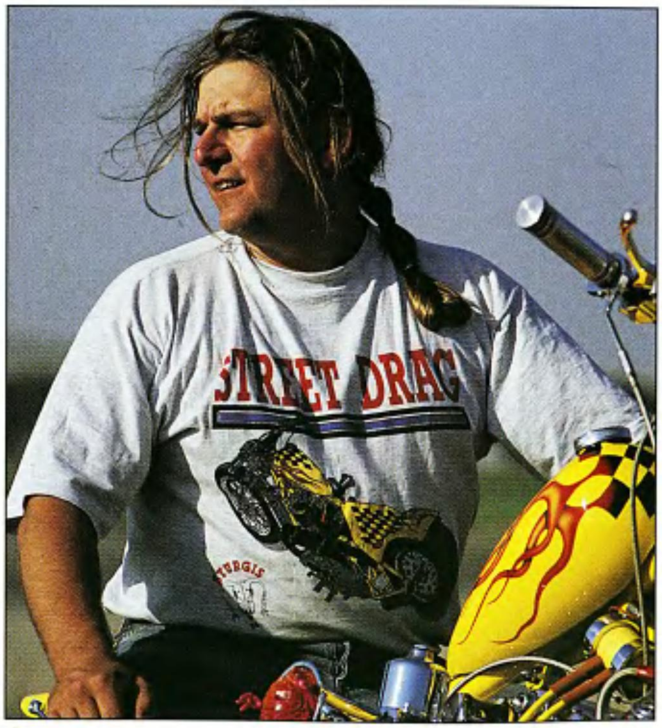
Along with Zan, for his craftsmanship, Reggie thanks Mino, Yankee, Wolf, "le prince," "Pat d'Albi," Sophie, Coco, Arthur, Enzo, Jules, and Giulia for their help and support.

The Dragon is a standout in any crowd. They will be back next year with a Big Twin in Street Drag-style. In other words, a rigid frame. Their credo is "choppers forever." Vive la France.

—Indian Dave →







Owner: Reggie Pottier
City: Nimes, France

General

Fabrication: Street Drag
Year and make: 1993 H-D
Model: XL
Chroming: no comment

Engine

Year: 1979
Model: Sportster
Rebuilder: Street Drag
Ignition: Double Point RevTech
Displacement: 1000cc
Lower end: S&S
Pistons: Wiseco
Cases: H-D
Heads: modified, double ignition
Cam: Sifton Pro Stock
Carb(s): SU Rivera
Pipes: Street Drag
Modifications: balancing by Zan, S&S gears, Sifton lifters, Rivera air cleaner

Transmission

Year: 1979
Modifications: Andrews gears, billet by Zan, Street Drag Big W trans sprocket

Painting

Molding: none
Painter: Michel
Color: yellow lacquer, urethane
Special paint: owner/Aclidé

Frame

Builder: Street Drag
Type: rigid
Modifications: rebuilt by Street Drag, 39-degree rake, stretched, altered extensively

Accessories

Bars: Z-Bars
Fender(s): Street Drag
Headlight: Chrome Specialties
Taillight: Street Drag
Pegs: Street Drag
Gas tank: modified Paughco
Oil tank: Street Drag, Goodridge
Seat: none
Grips: billet

Forks

Type: XL
Modifications: H-D forks modified by Street Drag, chromed, no extension

Wheels

Front: 10.90/19 Metzeler, Chrome Spec. hub, JayBrake
Rear: 14/195.65 Pirelli P.G., Street Drag hub, JayBrake

Photos: Michael Lichter

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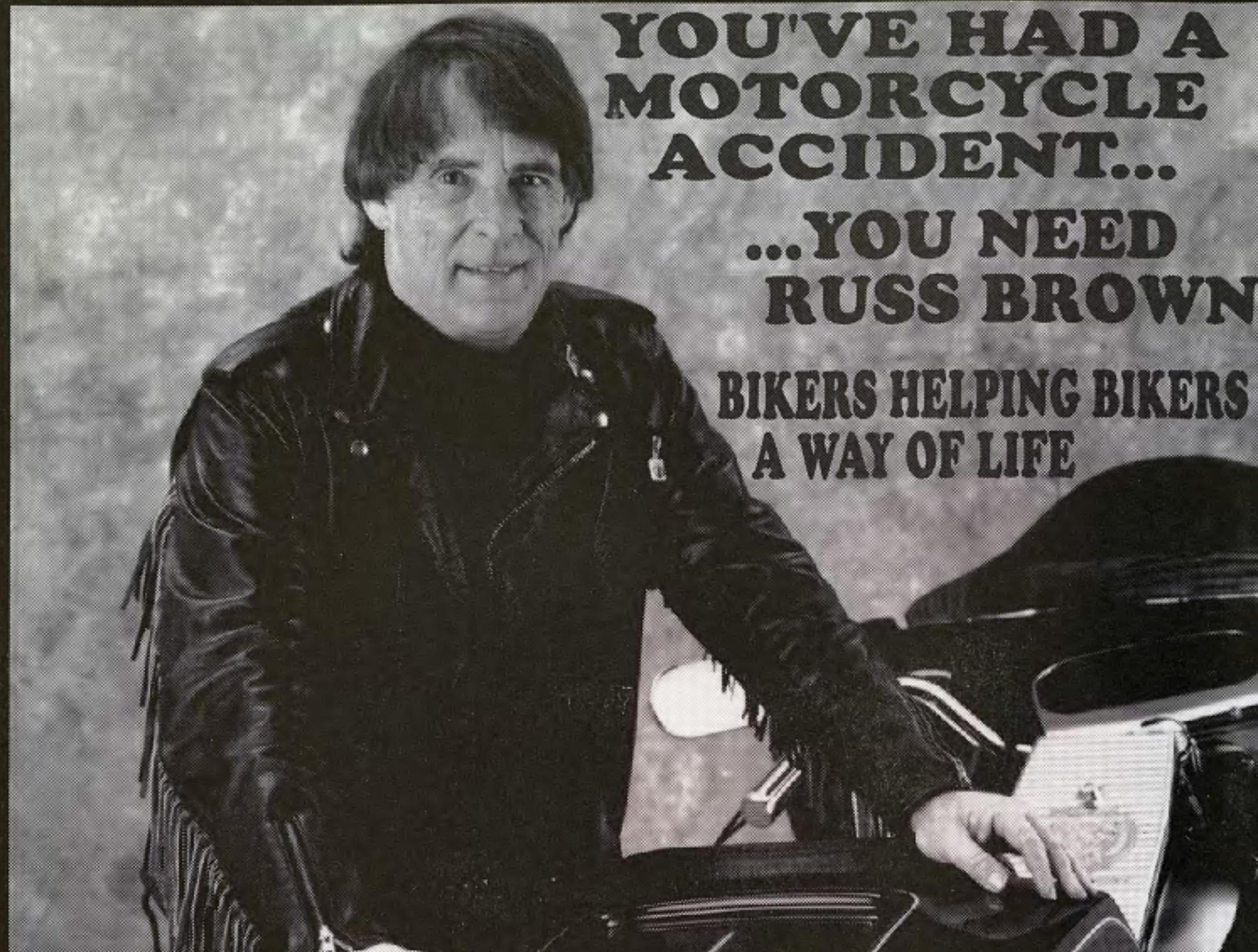

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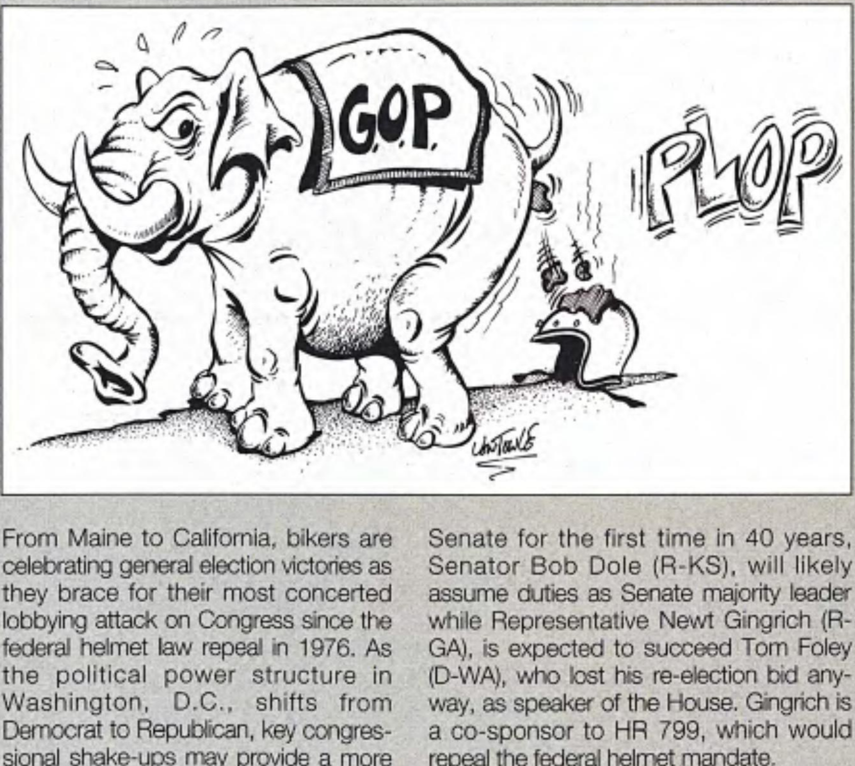
BIKERS BENEFIT FROM NEW CONGRESS



From Maine to California, bikers are celebrating general election victories as they brace for their most concerted lobbying attack on Congress since the federal helmet law repeal in 1976. As the political power structure in Washington, D.C., shifts from Democrat to Republican, key congressional shake-ups may provide a more favorable venue for bikers' rights.

"I think people are saying they want to stop taxing and regulating," says Senator Phil Gramm (R-TX), who headed the Republican Senate Campaign Committee. The "regulation" of most concern to bikers is the federal requirement for all states to enact mandatory helmet laws or face redistribution of their highway funds. Although eight pieces of legislation were introduced to repeal or amend the Section 153 penalty provisions of ISTEA (national helmet law language), those bills will die as the gavel comes down on the 103rd Congress and bikers must be prepared to take advantage of sweeping changes.

For starters, as the GOP assumes majority control of both the House and Senate for the first time in 40 years, Senator Bob Dole (R-KS), will likely assume duties as Senate majority leader while Representative Newt Gingrich (R-GA), is expected to succeed Tom Foley (D-WA), who lost his re-election bid anyway, as speaker of the House. Gingrich is a co-sponsor to HR 799, which would repeal the federal helmet mandate.

Further, since the majority party controls committee assignments and chairmanships, transportation committees in both the Senate and House will experience changes in leadership. In the House, attempts to repeal or modify the Section 153 penalty provisions of ISTEA have been stymied by Rep. Norm Mineta (D-CA), chairman of the House Public Works and Transportation committee. Although Mineta won re-election, under Republican leadership, the committee's Ranking Republican, Bud Shuster (R-PA), should inherit the leadership post while Rep. Tom Petri (R-WI) assumes chairmanship of the Surface Transportation Subcommittee. As motorcyclists should be aware, Petri offered an amendment to repeal the Section 153 penalties during subcommittee markup of the National Highway System Designation Act. Mineta blocked the amendment in full committee less than a week later.

The situation is less optimistic on the Senate side, with Sen. John Chafee (R-RI), apparently assuming chairmanship of the Environment and Public Works committee. Chafee was the mastermind behind the federal helmet and seat belt mandate and wrote the penalty language incorporated into ISTEA. He replaces Sen. Max Baucus (D-MT), who, although a co-sponsor of S.295 to repeal the penalties, would not allow our issues to be addressed during debate. He did, however, promise motorcyclists that the helmet issue would be discussed during ISTEA oversight hearings. But it still remains to be seen if Chafee will honor that commitment.

Both the Highway System Map and ISTEA Technical Corrections bills are "must pass" legislation for 1995 (they are our best hope for attaching repeal language to). Transportation bills are usually considered only every two to four years and, since an amendment must be germane to the intent of the legislation, may present motorcyclists with our only opportunity for repeal of federal helmet mandates this session.

Our first priority is to recruit co-sponsors for the repeal and modification bills. Sen. Ben Nighthorse Campbell (D-CO) has already indicated that, with the retirement of Sen. Dave Durenburger (R-MN), who authored S.295, he and newly elected U.S. Sen. Olympia Snowe (R-ME), will introduce similar legislation. Snowe introduced HR.799 while in the House as a companion bill to S.295.

Of the 130 co-sponsors of HR.799, all but 28 returned to Congress. Rep. Douglas Applegate (D-OH) retired, and five others, including Snowe, were promoted to U.S. Senators: Rod →

Grams (R-MN), James Inhofe (R-OK), Rick Santorum (R-PA), and Craig Thomas (R-WY). Don Sundquist (R-TN) was elected governor of Kansas. Twenty-one co-sponsors lost re-election. Only one of the 27 co-sponsors of S.295 was defeated in the general elections, Sen. James Jeffords (R-VT). However, the bill's sponsor, Sen. Durenburger is also among those retiring.

In preparation for a full frontal assault on Congress in 1995, MROs should contact those Senators and Representatives who were co-sponsors of one of the eight bills to weaken or remove the ISTEA penalties and make sure that they sign on again when the bills are reintroduced under new members. Any freshman legislators should be lobbied to sign on as co-sponsors. Contact them before our opponents do! Lastly, in addition to letter writing drives, each MRO should be ready to send representatives to Washington, D.C., in early 1995 to lobby their entire state delegation.

Co-sponsors are very important. In most cases, Congress doesn't act on separate pieces of legislation; rather, it attaches single issues to a larger legislative package after enough co-sponsors have signed on to demonstrate majority support. This translates into 51 (of 100) Senators or 218 (of 434) Congressmen.

With the only two transportation measures required to be passed before October 1995, the time to act is *now*! After new committee assignments are made, bikers need to concentrate on members of the House Public Works and Transportation committee and the Senate Environment and Public committee. The National Coalition of Motorcyclists (NCOM) will make these lists available to all MROs NCOM has subscribed to the *Congressional Quarterly*, a legislative tracking service, in order to give riders instant access to the latest information. The computer service not only tracks existing legislation, but automatically scans all new bills for any reference to motorcyclists. For more information call the NCOM Legislative Hotline: (800)-300-NCOM.

—Bill Bish, NCOM

WASHINGTON STATE'S FREEDOM RUN

Rallying The Troops At The Capitol

On Saturday, October 22, 1994, more than 2,000 bikers snaked their way to the Capitol building in Olympia for the Washington State Freedom Run. Joining together in the "neutral zone" of the legislative arena, riders heard about critical issues upcoming in the 1995 legislative year. The run was promoted by ABATE, Women on Wheels, and the Washington 99ers.

Gathering on the steps amid media cameras, American flags, and signs, an attentive audience heard presentations from a variety of speakers. Karen Bolin, legislative representative for ABATE of Wash., kicked off the list with a passionate speech that urged everyone to get educated and dedicated. "I believe in the legislative process, and I'm willing to do what it takes to ensure our success," said Bolin. Marty Fox and Ed Alden, attorneys in the historic Spokane Court ruling that declared Washington's helmet law unconstitutional, gave an update on its status and what is happening in the court system. They also discussed the actions of the Washington State Patrol.

Mike Osborn, chairman of ABATE-PAC in California, compared Congress to cockroaches who preferred living in the dark. Paul "Piper" Rafter, Government Affairs Editor for *Thunder Press* said, "They [Congress] should be held upside down by the ankles and spanked." Butch Harbaugh stressed the need to get involved and not to be afraid of speaking out to your legislators. Brian Stovall spoke of Washington's role on a national level. All are members of the Motorcycle Riders Foundation and the American Motor-cyclist Association. Other organization representatives were Bonnie Lambert of Woman on Wheels and Ed Wren of the Christian Bikers Association. A surprise speaker was Mr. Z, Ohio radio talk show host of *Biker Broadcasting*, who spoke of Ohio's success in ousting the helmet law.

State Representative Jeanette Wood welcomed the crowd to the capitol as "the only legislator who works here who showed up." Her speech included a story of how a young woman's visit to the Town Meeting in her district brought to her attention the plight of the Motorcycle Safety Program. Following that visit, Wood returned to her office, researched the bill, and immediately scheduled an appointment with ABATE's legislative representative. Her story showed how one person can make a difference and start things moving. Wood ended her speech by saying, "Nothing ever dies in Congress—it just goes away for a while.

Media coverage was by far the most extensive ABATE of Washington has ever received for an event. The Friday before, *The Herald* ran a story on the front of its Region section. Four television stations covered the story, with the NBC affiliate doing the most comprehensive report. Stories about the Run to Vote hit the front page of the *Olympian* newspaper, and the front page of the Local/Region section of the *Seattle Times*. The Freedom Committee was unified in its comments: "Now that we've got the attention of the press and legislators, it's time to show them that we know our issues and are willing to fight for them."

—Jana Rhoads Godfrey

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A unique marketing and promotional campaign has been developed between two of the most recognizable icons in the world: the logos of the Rolling Stones and Harley-Davidson.

"Sales from the cross-licensing of sport franchises with famous entertainment characters has primed the marketplace. We are thrilled that two such legendary entities as the Stones and Harley-Davidson are about to establish a new direction for this category," says Tom Parsons, director of Trademark Licensing, Harley-Davidson, Inc.

To celebrate the Stones' North American Voodoo Lounge tour, a customized H-D Bad Boy™ (complete with Rolling Stones graphics) has been manufactured. This one-of-a-kind bike will be the grand prize in a U.S. sweepstakes organized by Harley-Davidson and its network of American dealerships. In conjunction with the contest, The Brockum Group, exclusive merchandisers for the Stones, and Beanstalk Group, Harley-Davidson's licensing agency, have developed a range of merchandise including ball caps, T-shirts, sweatshirts, and a denim jacket. These souvenir garments are now being sold in retail stores and specialty shops across North America, Harley dealerships, and at the Rolling Stones concerts.

The North American leg of the Voodoo Lounge tour kicked off in Washington, D.C., on August 1 and has already become the highest grossing tour in history. In 1995, the tour travels to Mexico, South America, Australia, Japan, and Europe. For more info, call Michelle Ellery, National Sales Manager, Brockum Global Merchandising, (215) 264-2200, or James Monaco, Director of Communications, BCL Entertainment Corp., (416) 307-5043.

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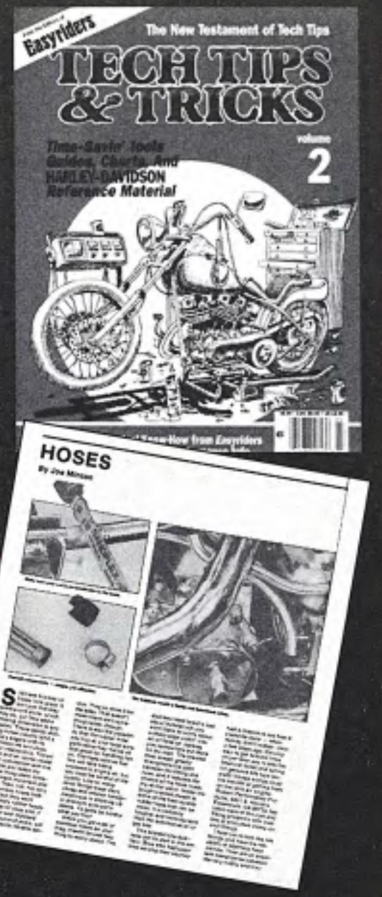

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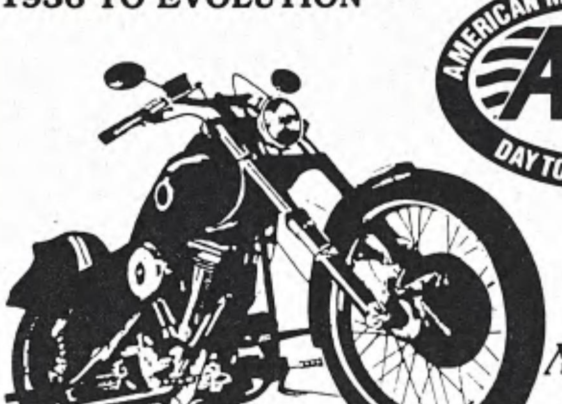

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BLINDED BY THE LIGHTS

More Nonsense In The Name Of Safety

For years, we bikers have been required to keep our headlights on during daylight hours. There was a great deal of sound research involved in the decision to enact this law. Common sense tells you that a bike with its headlights on during the day is easier to spot in traffic. This is intelligent legislation, designed with our safety in mind. Unfortunately, all this increased visibility is about to change if we don't act right now.

General Motors and Ford have introduced their 1995 car lines, which feature what was originally called a "Canadian Light Package." So what, you sneer? Well, the word sneer rhymes with smear, which could be you, the dead or injured motorcyclists, on the highway. Read on. This Canadian light package is now known as the DRL (Daytime Running Lights). In other words, there's going to be cars and trucks running around with their lights on during the day.

Picture a crowded street or highway during daylight hours, and everyone has their lights on. Could you find the bike in this sea of lights? As you can imagine, the extra visibility afforded to us will completely disappear.

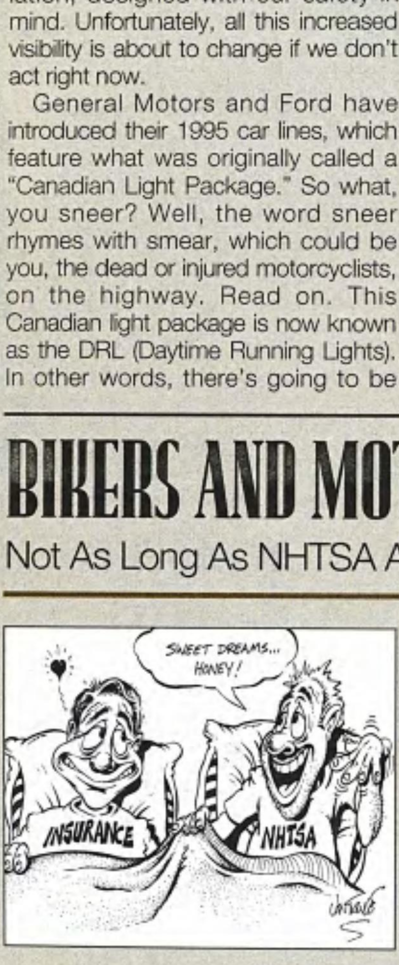
Making the situation even worse is the fact that Federal Motor Vehicle Standard 208 allows for this to be perfectly legal, and this law overides any state legislation to the contrary. As bikers, we must immediately fight this threat on the federal level before it's allowed to become mandated. For the last four years, this is the way it's been in Canada, and it was only a matter of time before it slid south across our borders to threaten our safety.

Please do not ignore this plea for action. Call or write your senators and tell them you don't want everyone running daytime lights because you want to remain as visible as possible to save your own life! It's tough enough out there on the streets without the "Safetycrats" taking away a real safety measure that they've required of us for years. Let's do something about it before it's too late.

—Troll Lane/ABATE of Wisconsin

BIKERS AND MOTORISTS TREATED THE SAME . . .

Not As Long As NHTSA And The Insurance Companies Are Bedfellows



For years now, NHTSA's been claiming that 55 percent of those who die from motorcycle accidents were not wearing helmets. That being the case, they'd have us believe that it's safer to wear a helmet. However, the Motorcycle Industry Council's own statistics show that in 1992, 57 percent of those motorcyclists who died on our nation's highways *were* wearing helmets. Using NHTSA's misguided logic and their phony statistics, it's now become safer for motorcyclists to not wear helmets.

As a legislative representative for ABATE of Idaho, I often get into quite a few interesting conversations and had always assumed everyone felt the same way I did about why mandated helmet laws are discriminatory. During some of these conversations, I began to realize that not everyone had the same enlightened views. The following is why I firmly believe that mandated helmet laws are discriminatory to motorcyclists.

What makes a law fair? A fair law is one which is applied fairly across the board. As an example, the national 55 mph speed limit, without question, hasn't been a popular law with anyone. However, it's been applied fairly to people driving trucks, buses, autos, and motorcycles. In other words, you have to obey the same laws.

The mandatory helmet law is not a fair application of any law. If it were, everyone driving would have to obey it and wear a helmet. For the past two years there have been more deaths caused by head injuries to drivers of small pickups than to motorcyclists. The majority of those deaths, including autos, is due to head injuries. Face it, a person isn't likely going to die from an arm, leg, or stomach injury in an auto accident. But kill the head, and the body dies.

If the majority of all transportation-related deaths are due to head injuries as claimed, the question is, why isn't a helmet law not applied across the board in a fair and equal manner? Why aren't the drivers of cars, trucks, buses, vans, etc., forced to wear helmets? The answer is that NHTSA, in bed with the nation's insurance companies, continues to falsify claims that motorcyclists account for too large of a percentage of these deaths.

When looking at auto accident statistics and even NHTSA's own statistics, we find the majority of accidents and resulting fatalities are accrued by massive disproportions by those in the 16-24 and the over-64 age brackets. Why are those age groups of auto drivers not mandated to wear helmets since their accident statistics are so far out of proportion?

It's plain and simple: There are more of them than us. There's no denying it. Mandated helmet laws are discriminatory and unconstitutional.

—Steve Clover, ABATE of Idaho

HALL OF FAME

Robert Evans

Robert Evans of Reading, Pennsylvania, didn't see any reason why he couldn't ride a motorcycle, or, why as a handicapped person he couldn't get a motorcycle registration plate with the handicapped decal available to qualified drivers of others vehicles. But the Pennsylvania Department of Transportation (PennDOT) didn't see things his way and disagreed—at least for a while.

Evans, 35, is a paraplegic who lost the use of his legs at the age of 13, when he was accidentally shot in a hunting accident. But he didn't lose his spirit, and he knew that what he wanted to do wasn't impossible. Not too long ago, Evans fought the state bureaucracy to enable him to pass the motorcycle operator's exam in his unusual, albeit street legal, modified bike. PennDOT's initial response was, "Even if he took the exam and passed, he couldn't be licensed."

Evans and his supportive sister, Cindy Michalowski, refused to take no for an answer. Through their persistence, PennDOT relented. Evans passed the test with flying colors and was licensed as a qualified motorcycle operator. However, he didn't stop there. Together with his friends at ABATE of PA, and the Motorcycle Dealers Association, Evans was successful in getting the state legislature to approve the use of a handicapped decal on motorcycle registration plates, which enabled not only him, but all other handicapped bikers access to handicapped parking spaces, as it rightfully should be.

It just goes to show that one person *can* make a difference.

—*Twiggy*

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Alaska
House of Harley, A Division of M/C Times, 4334 Spenard Rd., Anchorage

Arizona
Performance H-D, 3383 N. Richey Blvd., Tucson
Satan's Cycle Works, 1706 W. Hatcher Rd., Phoenix
Easyriders of Scottsdale, 3748 N. Scottsdale Rd., Scottsdale
Edward's Cycle, 13220 N. Cave Creek Rd., Phoenix

California
Bartels' Harley-Davidson, 4141 Lincoln Blvd., Marina Del Rey
Eagle's Nest, 127 East Tulare Ave., Tulare
H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech Custom Harleys, 5931 Van Nuys Blvd., Van Nuys
Palm Springs Harley-Davidson, 19465 N. Indian Ave. North Palm Springs
Easyriders Store, 7450 Melrose, Los Angeles
Easyriders of Fresno, 105 Dakota, Suite 111, Clovis
Easyriders of San Diego, 363 Fifth Ave., San Diego
Pomona Valley H-D, 1125 W. Holt, Ontario
South Coast Harley-Davidson, 345 E St., Chula Vista

Colorado
John's H-D, Inc., 2135 Mulberry St., Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
McDonald H-D, Inc., 2571 Hwy. 6&50, Grand Junction
Two Wheelers M/C Shop, 1433 W. 38th Ave., Denver

Florida
Ace Motorcycle Co., 4336 Tamiami Trail, Charlotte Harbor
Easyriders Store, 605 Main St., Daytona Beach
H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's H-D, 17129 U.S. North Clearwater
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Cycle Lab, 1911 South State Rd., #7, Ft. Lauderdale
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz
Heaven Cycle, 7254 S. W. 40th St., Miami
Custom ACC, Inc., 3811 Dixie Hwy., Pompano Beach
Brothers III, 2401 N.W. 16th Ln., Pompano Beach
Doc's Cycle Inc., 6125 Stirling Rd., Davie
Easyriders of Naples, 1450 Airport Rd., Naples
Easyriders Coconut Grove, 2996 McFarlane Rd, Coconut Grove

Georgia
Banshee Cycle, 2507 N. Lumpkin Rd., Columbus

Illinois
Chicago H-D, Inc., 6868 N. Western, Chicago
Walter's Bros H-D, 1212 S/W Jefferson St., Peoria

Indiana
Brandt's H-D, Inc., 1617 S. Wabash St., Wabash
Maverick Motorcycles, 8051 West U.S. 30, Larwill
Custom Cycle Creations & Restoration, 10 W. Hanover, New Baden
M&M Custom, 425 S. Century, Rantoul

Iowa
Cyclepedia Corp, 1824 Dean Ave., Des Moines

Kansas
Central M/C Inc., 13010 W. 63rd, Shawnee
Newton Cycle & Leather, 115 S. Kansas, Newton

Maryland
Rockville H-D, 7830 Airpark Rd., Gaithersburg

Massachusetts
Dave Frank Motorcycle Sales, 81 Bridge St., Salem

Michigan
Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
Detroit Motorcycle Parts, 16297 Eleven Mile Rd., Roseville
McNasty's Cycles, 23565 Van Born, Taylor

Minnesota
Twin City H-D North, 1441 85th Ave. N.E., Blaine

Missouri
Easyriders of St. Louis, 14912 Manchester Rd., Ballwin

Montana
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska
Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada
Show Bike Performance Center, 17 E. Wyoming Ave., Las Vegas
Easyriders of Las Vegas, 4600 W. Tropicana, Las Vegas

New Jersey
Kosco H-D, 8 E. Garden Pl., Pompton Plains

New York
H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 511 Violet Ave., Hyde Park
Freebird Cycle Sales, 229 Lyell Ave., Rochester
H-D of Hempstead, 4 Laurel Ave., Hempstead
Al's Cycle Parts, 315 E. Dominick St., Rome
Easyriders of Long Island, 201 Main St., Port Jefferson

North Carolina
Durham Harley-Davidson, 819 N. Miami Blvd., Durham
Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville
Easyriders of Fayetteville, 4424 Bragg Blvd., Fayetteville

Ohio
Don's Custom Cycle, 8619 Harrison Pike, Cleves
J & J Cycles, 3937 Montgomery Rd., Norwood
Mainstreet *Easyriders*, 1275 W. Main St., Cleveland
Easyriders of Columbus, 611 E. Broad St., Columbus

Oregon
Easyriders of Portland, 17999 SW Lower Boones Ferry Road, Tigard

Pennsylvania
Blocker Enterprises, Rt. 248, Parryville
Wyoming Valley Wheels, Bridge & Beade Sts., Plymouth

South Carolina
Doug's H-D, 2790 Pamplico Hwy., Florence
Low Country H-D, 4405 Dorchester Rd., Charleston

Texas
D&M of Dallas, 11620 Plano Rd. #3, Dallas
Easyriders of Houston, 5803 Richmond, Houston
Easyriders of Laredo, 602 West Calton, Laredo

Tennessee
C&S Harley-Davidson, 4600 Delaware Ave., Nashville
Easyriders of Memphis, 5124 Poplar Ave., Memphis
Steel H-D, 2136 Chapman Rd., Chattanooga

Virginia
Departure Bike Works, 3093 Hull St., Richmond
Shenahdoah H-D, 2800 C West Main St., Waynesboro

Washington
Chrome Horse Custom Cycle, 233 S. 1st., Shelton
Columbia M/C Co., 3312 E. 4th Plain Blvd., Vancouver
Rebel M/C Mart, 1113 River Rd., Puyallup

Wisconsin
Mischler's Cycle Shop, Hwy. 33 N., Rt. 1, Beaver Dam
St. Croix Cycle Sales, Rt. 3, Box 127 B, New Richmond
Harley-Davidson Motorcycle of Appleton, Inc., 2144 W. Wisconsin, Appleton
H-D of Green Bay, 41 and Velp, Green Bay

You got it—just make a purchase of $50 or more and ask for your free copy of *Easyriders* from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

RIDER SAFETY AND EDUCATION

A Trucking Biker Does His Part

Photo: Angel

As a professional truck driver for more than 40 years, safety has always been an important issue in my life. Over the years I've observed some drastic changes in the habits and attitudes of our driving society. It's not equipment or safety devices that need improvement; rather, callous attitudes and manners are in need of repair. As a member of ABATE of Illinois (Northwest Suburban Chapter), I decided to do my part by being involved with ABATE's Safety and Education Program.

Our chapter has 200-plus members, of which more than 10 percent are actively involved in the Motorcycle Awareness Program that we present to the high schools. We began with one school, and presently have 14. Last semester we did 70 classes (1,400 students), encouraging motorcycle awareness and promoting the motorcycle safety course here in Illinois. If these young people do ride, they are now properly educated and trained. I've also established a Motorcycle Awareness Program with the Senior Centers, the Kiwanis Clubs, and other organizations.

Truck drivers and motorcyclists have much in common. Some of the other dangers we both share are people cutting us off, not indicating their intentions, violating our right of way, driving in the left lane at speeds slower than the posted speed (making people pass on the right, or if they are on a multi-lane highway and are in the left lane and see something off to the right, they'll make a quick dash to avoid it without any warning). Then there are the vehicles with only one headlight, or one taillight, or cracked windshields. These vehicles shouldn't be allowed on the road, and by all rights, should be "red tagged" as safety hazards. These are just a few of the things bikers need to be aware of. It's also important that we inspect our vehicle at the beginning and end of each trip, as well as be aware of other vehicles' problems that could be a hazard to us. We must also be alert to vehicles on all sides of us. For the motorcyclist, there's no room for error. This is why I feel if you belong to any motorcyclist organization and it has safety and education programs, you must get involved. We have a responsibility to our own, and if it saves a life, we're much richer for it.

—Jack Goodman
Director of Safety & Education
Northwest Suburban Chapter
ABATE of Illinois

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BIKEPAC OF OREGON

Needs Your Support

BikePAC of Oregon has represented bikers in legislative matters since 1989, earning a reputation in Salem as a grassroots lobbying force that speaks with the voice of the ordinary rider. BikePAC's base of support is rooted in the wide variety of people who enjoy motorcycling. It hasn't been easy to reach from the street into the woods and dunes, but our experiences show that when we join together we can accomplish a great deal.

We have to, if we want to ride into the 21st century! Think about what's been coming down lately: 1. The medical and insurance industries point at the "social burden" of motorcycle crash victims as a major cause of our country's health care crisis. This is a smoke screen to divert the public's attention from the real problems in our health care system. 2. Some group health insurances exclude clients who engage in "high-risk" activities such as riding a motorcycle. (After all, it cuts into the profits when an auto driver runs over a rider.) 3. BikePAC surveys show that hundreds of tickets have been issued in Oregon to riders *for wearing helmets*. The vast majority of these tickets are for "illegal" or "inadequate" helmets, based on the arresting officer's interpretation of the federal helmet standards. Bike-PAC has been meeting with state officials regularly since the end of '93 legislative session, and continues to meet with them. We are making some headway in bringing them to understanding the extent of the problem, but still no solution has been reached to end the harassment. 4. Off-road riding is in a squeeze that gets tighter each year. Restrictions on motorized vehicle recreations are growing.

In addition to these problems BikePac is addressing issues of concern to Oregon riders: BikePAC believes disabled bikers deserve the same consideration as other disabled drivers and is urging Oregon to adopt a disabled parking permit that is practical for use on a bike. BikePAC also supports stronger emphasis on the motorcycle as an environmentally sound alternative transportation choice. BikePAC maintains affiliations with other rights' organiztions in order to keep riders abreast of both national and international issues that affect our ability to enjoy motorcycling.

We need your support. You probably pay dues to at least one other organization already. We are asking you to dedicate a little more of your money and join BikePAC, too, or renew your membership even if it is not expired. The only way we can field a lobbyist is to raise the money to do so. Our membership organizations contribute a large share of our operating funds, but it's not enough to do the whole job. It's been a heavy year for funding appeals by candidates, ballot measures, and other special interest groups. Please include us in your giving.

Contributions of up to $50 per individual or $100 per couple are eligible for deduction on your Oregon state tax return. For more info write: BikePAC of Oregon, P.O. Box 5612, Salem, OR 97304, or call Brian Stovall at (503) 588-3042. —*Twiggy*

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SHORT STROKES

Looking To The Future

I have a notion that last year, somewhere deep in the galaxy, two stars collided, sending the world into a tailspin. From earthquakes, to riots, to every other marriage breaking up, to murder and mayhem 1994 was insane. How's this: a Redondo Beach (California) kid stole a slice of pizza from some kids and was charged under the Three Strikes rule. The D.A. plans to push for 25 to life. And a Laguna Beach (California) man sued his ex-wife for forcing him to sign their divorce papers while two men held a torch to his groin. But that year is behind us now, thank god, and this year better promise to shine with more heart, less rules and better roads. Now the news....**Starting off on the upbeat,** Brook Bryant and Pat Kennedy of Pat Kennedy's Custom Cycles are getting married. Couldn't be two people more suited for one another. Besides they live and breathe motorcycles—congratulations....**I had a long discussion** with a concerned publisher of bike books in historic England. He's overwhelmed about the future of modified bikes in Europe, especially behind the upcoming European Community (EC) regulations, rules that could make it illegal to tamper with any bike or regulate the engine size of bikes allowed on the road. Here's a for instance: In France there's a $200 fine and they confiscate your bike for not wearing a helmet. Cops have been known to kill bikers by running them down for not wearing a helmet. You can't modify your bike, and there's a 100 horsepower limit. There are proposed laws for leg protectors and airbags. Motorcycles aren't allowed to park alongside the road, and the list goes on. Currently there is only one European organization fighting for the rights of bikers there, the Federation of European Motorcyclists (FEM)....**And the entrepreneurial award** this month goes to the first concept line for motorcyclists: (900) 8-U-GOT-IT. The line covers everything from bikes, parts, accessories, clothing, events, tips, personals, specialized services, and a full range of other services....**Herm Albright let us know** that a Selma (Indiana) man who won $121,000 on the Hoosier Millionaire TV show plans to pay off some bills and buy a new Harley then ride back to graduate school....**A police officer** in Whitpain Township, Pennsylvania, was arrested for spanking an 18-year-old traffic offender in the officer's home ....**Speaking of security,** the owner of a bookstore that was held up many times went to a police department auction. He bought an old hammered cop bike and parked it in front of his store. He hasn't been robbed in three years....**Now, from the factory,** Harley is considering building a $15 million product development center on 15 acres of county land in the Milwaukee County Research Park in Wauwatosa (Wisconsin). It would serve as a research and development center. Hmm....**I'd like to share** two very timely events: A 31-year-old legally blind man was issued a driver's license after failing the vision test at the California DMV three times. The DMV granted the license on the fourth try, even though he again failed the test. Negligence was found to be the cause of iinjuries to Deborah Mohr, whom he plowed into in a crosswalk in 1990.... **Finally, from Parkay,** an administrative law judge ruled against the claim of the California DMV that the vanity license plate of Bruce Deam, a federal geology researcher, were offensive. Deam, who is female, is a serious cat lover and has had the plates "A Pussy" since 1973....**With that and all** the other insane activities going on, it's comforting to know that just inches away 80 horses of raw energy is waiting and willing to blast me away from all semblance of our society. It's all that keeps me sane. Let's ride.

—Bandit

DREAM CUSTOM

For Charity

If you happen to make Daytona Beach Bike Week this year, while making the Main Street rounds, be sure to look directly in front of the *Easyriders* Store in the center of Main Street for the ultimate custom scooter that, with a little luck, could eventually turn out to be yours.

Six righteous customs—each one built for the *Easyriders*/Juvenile Diabetes Foundation (JDF) Sweepstakes by this country's foremost custom bike builders—will be parked in front of the Daytona *Easyriders* Store on Main Street. *Easyriders* and the JDF have invited you to enter and win your choice of one of the six one-off custom dream sleds. If you haven't entered yet, the Sweepstakes ad (pages 69-71) will tell you how to do it.

All Sweepstakes entries go toward helping find a cure for diabetes. So, when you're kicking back upstairs in the Bros Club reclining area, overlooking the action down on the street, or moseying along in front of the *Easyriders* Store during this year's 55th Daytona Bike Week, be sure to scope-out the custom rides built by and donated for this righteous cause by Kenny Boyce (Pro Street), Custom Chrome, Inc. (shown above), White Brothers, Paughco, Kennedy's Custom Cycles and Harley-Davidson. Who knows, you just may be eyeballing and admiring your next scoot.

Each bike is a signature scooter of its talented builder, reflecting the craftsmanship that makes them industry leaders. The Kenny Boyce Pro Street bike is featured this month on pages 36-40.

—Clay Dog

F.I.G.H.T.® UPDATE

Freedom Never Dies

And The F.I.G.H.T.® Never Ends

Each month, F.I.G.H.T.® Update brings you news on our continuing battle against legislation that limits personal freedoms. Mandatory helmet laws certainly fall within this category, but the bigger picture deals with laws and acts that are strangling freedoms of many kinds. With this in mind, we want to bring to your attention the work of American freedom fighter, lawyer, and author Gerry Spence.

Spence recently came to national attention when he defended purported white separatists Randy Weaver and Kevin Harris. They were accused of the murder of a federal officer, among nine other serious charges. This all stemmed from a failure to appear on a minor weapons charge. In the end, federal agents shot and killed Weaver's son, 14-year-old son, Sammy, and his wife, Vicky, who was holding their 10-month-old baby. When the case went to trial the jury found the government's case so unbelievable that they acquitted Randy and Kevin on all charges except the original failure to appear. Charges haven't been filed against the federal agents yet, but Spence has announced that he'd like to prosecute the case himself.

In his book, *From Freedom To Slavery: The Rebirth Of Tyranny In America* (St. Martin's Press, 1993), Spence paints word pictures of a shattered America, ruled by the New King of corporate entities in a TV mentality mock-democracy. By way of illustration, Spence quotes Franklin D. Roosevelt who warned that "the liberty of a democracy is not safe if the people tolerate the growth of private power to a point where it becomes stronger than their democratic state itself. That, in its essence, is Fascism, ownership of government by an individual, by a group, or any controlling private power."

In particular, Spence turns his laser-like cutting commentary toward the American Judicial System, stating, "We are told that our judges, charged with constitutional obligations, insure equal justice for all. That, too, is a myth. The function of the law is not to provide justice or to preserve freedom. The function of the law is to keep those who hold power, in power." Being bikers, we are not shocked or amazed by such frank statements; in fact, we can only nod in agreement with such insights. Spence sees the courts as mere clearing-houses for the insurance industry. "The courts," he says, "establish the myriad hoops and hurtles people must negotiate in order to obtain justice, and since justice for people's injuries, their deaths, damages to their persons, their reputation, and property is measured in money, and since money comes from the invisible pockets of the New King, it is unlikely that many will receive much. Seen from the perspective of the insurance industry, the courts have become extensions of the insurance companies' claims departments, since the courts determine which claims will be paid and the terms of such payment."

But the system does actually work from time to time in the way it was originally intended and to the benefit of the society it is supposed to serve. This is thanks to the efforts of some judges who are actually enlightened, even idealistic. Spence mentions dealings with judges who are guided by human conscience, judges who take their oaths of office seriously and believe that justice should be rendered as often as possible to the people. Unfortunately, the opposite is more often the case. Spence speaks of judges who were former prosecutors of the people, or former corporate attorneys who as judges, take their loyalties, training, and prejudices with them to their positions of high power. He points out that federal judges are appointed for life, dealing in human misery, and every offense known to man. "Judges," says Spence, "by their acts and utterances, demonstrate daily that they hate justice and despise people."

Gerry Spence's book is fascinating reading for freedom fighters everywhere. His view of the legal system and government will open your eyes and mind to new insights. The book came to my attention through biker attorney Skip Raring, who is currently cracking the whip on *Easyriders* Freedom F.I.G.H.T.®'s Federal court case. We should have exciting news regarding the case in next month's column. Skip's experience with fighting helmet laws over the years has given him a great appreciation for Spence's opinion of the legal system. "The price of freedom is constant vigilance," Skip says. "We have to keep after these laws because the fight never ends. Even in the face of overwhelming odds, the system still works and we can win."

Get involved. Join your local motorcyclists' rights organizations and send for your F.I.G.H.T. Kit now! —*Phantom*

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PASSING GAS

Sitting by the upstairs window in the convent, Sister Sarah caught sight of a shabbily dressed stranger leaning forlornly against the lamppost below.

Quickly she wrote "Don't Despair—Sister Sarah" on a sheet of paper, wrapped a $20 bill inside it, and dropped it out the window.

When it fluttered down to his feet, the stranger picked it up and, with a puzzled expression and a tip of his battered hat, ambled off down the street.

At the convent the following day, Sister Sarah was surprised to be told that a gentleman was at the front door, insistent on seeing her personally. She went downstairs and found the stranger waiting patiently in the foyer. Without a word, he handed her a huge roll of dollar bills.

"What's this?" she asked, confused.

"Yer winnings, sister," he replied. "'Don't Despair' paid off 7-to-1 in the ninth yesterday."

Risky
Takin' Chances

The cops had made a cleanup sweep of the red-light district downtown and had hauled in about 35 hookers to midnight court. The judge asked the first whore what she claimed to do for a living.

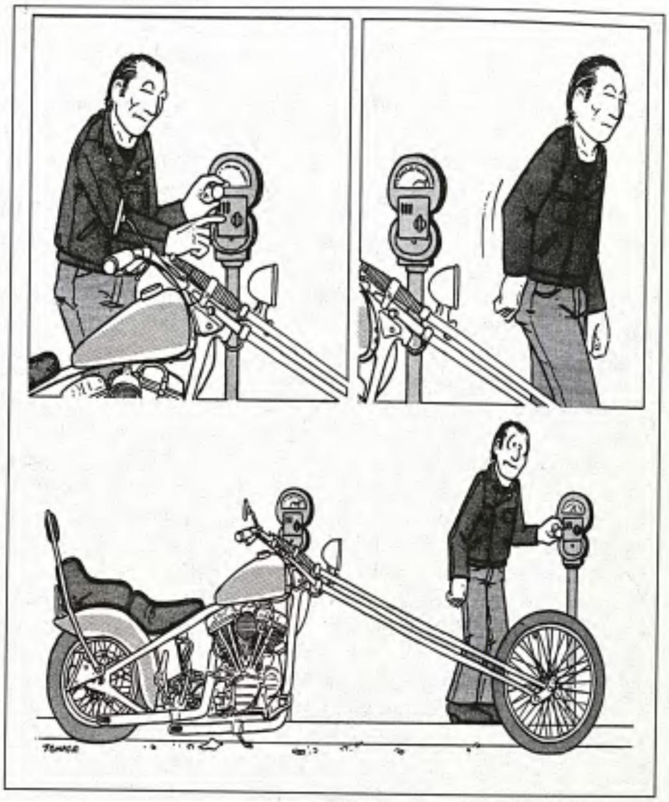
"I'm a schoolteacher, Your Honor," she replied. The judge snorted at that, and he then proceeded to ask every woman in turn the same question. Each time he received the same bullshit answer: "I'm a schoolteacher, Your Honor."

Finally, he asked the last hooker what she did for a living, and she looked him squarely in the eye and declared, "Your Honor, I am a prostitute, simple as that."

Impressed with her honesty, the judge asked, "So how's business, young lady?"

"Well, Your Honor," she answered, "frankly, it would be a helluva lot better if there weren't so many damned schoolteachers around."

Ken
Hunting Barbie



Whaddaya call a guy whose sex-change operation is half-done?

A near miss.

Howard?
Pretty Hard

True, a marriage certificate might only be a piece of paper ... but then again, so is a death warrant.

Aunt Echo
Panel City, USA

"Oh ... I thought you said you'd bought us a huge *condo*!"

"Trust me, lady—all of us pros clean the skin area before we apply a new tattoo."

At the big biker bash at the local saloon, a pretty little waitress had been making the rounds all evening with a tray of drinks for the brothers and sisters. Late in the evening, one of the biker chicks approached the sergeant-at-arms and asked, "Hey, have you seen the girl with the beers lately?"

"Jeez, not in the last few minutes," said the bro. "Why, ya lookin' for a drink?"

"Nope," said the chick. "I'm lookin' for my ol' man."

Haystack
Dodging Pitchforks

Didja know that nowadays chicks consider men to be just like linoleum floors?

Yeah—they figure if they lay 'em right the first time, then they can walk all over 'em for the next 30 years.

Fat Boy
Rockies

When is a biker proud to have a baby girl?

When she was born 18 years ago.

Brasso
Mt. Smokey, Colorado

How are today's marriage proposals different from those of 50 years ago?

Fifty years ago, when a man proposed, *he* was the one who was on his knees.

Sandman
The Colony

Who missed President Clinton the most when he was visiting the Middle East?

Beavis.

DeeCee
Counting

Two partners in a law firm discovered that their new secretary had stolen $100 from the petty-cash drawer. One of the lawyers wanted to fire her right on the spot, but the other attorney had a more understanding attitude. As he told his colleague, "After all, the two of us started out on a small scale too, remember?"

Cowboy
Beaumont, Texas

The young doctor, fresh out of med school, announced to his ol' lady that he planned to specialize in gynecology. When she asked, "Why gynecology?" he said simply, "Lots of openings."

El Vee
Simi, California

What's the difference between your Harley and a baby carriage?

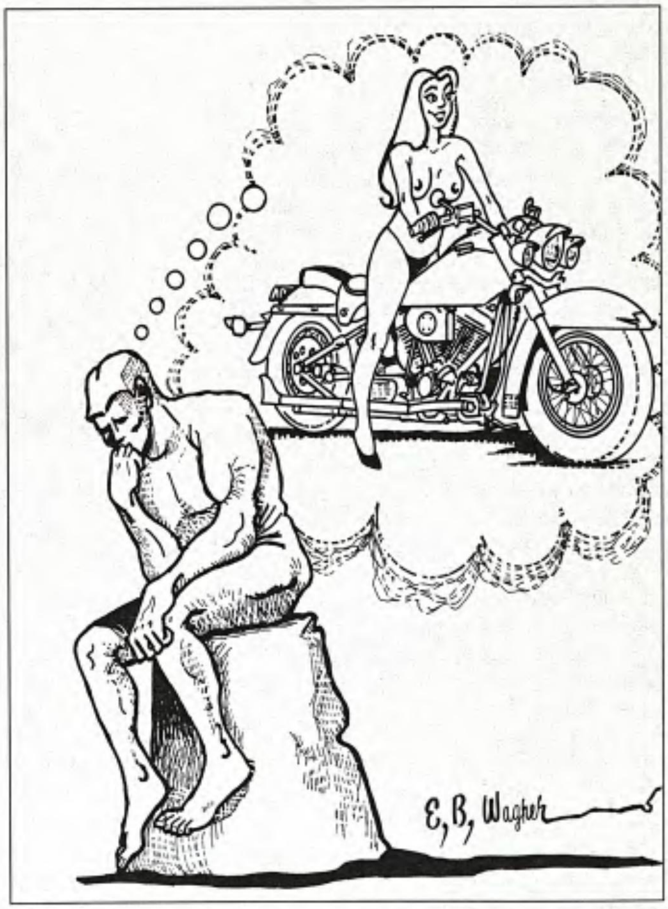
The baby carriage is *last* year's fun on wheels.

Sprockethead
Ratcheting

Whaddaya call graffiti in the ladies' room?

Squatters' writes.

Bob Ray
Shields Up



Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

BROS CLUB NEWS

Here we are again—same time, same place. Last month, I left off with a promise to fill you in on the entire insurance program, so here goes:

BROS CLUB INSURANCE

THE COMPANY

American Underwriting Managers (AUM) is the administrator of Bros Club Insurance. The company has specialized in motorcycle insurance for more than 20 years. Motorcycle policies are underwritten through one of AUM's affiliate companies, all of which have received ratings from A.M. Best (an insurance rating company).

THE SERVICE

Customer service representatives for Bros Club Insurance can be reached for a free insurance quote at the following toll-free number: (800) 236-4647. The good news is that it will only take about five minutes of your valuable time to get a free quote with no hard sell. Bros Club Insurance representatives can be reached Monday through Friday, 7 a.m. to 7 p.m. (CST) and Saturdays, 10 a.m. to 6 p.m. (CST).

THE COVERAGE

Bros Club Insurance policies can be customized to fit your needs. Purchase a liability-only policy, or get a package policy to cover your bike from theft and collision. Uninsured motorist, passenger liability, and medical payments are all coverages that are available either as mandatory coverage or optional coverages, depending on the state in which you live. Other optional coverages are available. Again, they vary by state.

THE DISCOUNTS

1. Multi-bike discounts (up to fourth bike)
2. Transfer discount
3. Safe driver discount (discount for good driving records; contact AUM for rate)
4. Bike alarm discount (alarms must be installed permanently to the bike with a copy of the receipt provided to the company. If you're not sure if the alarm will qualify, it would be best to get AUM's pre-approval before installation. Feel free to call AUM before you purchase the alarm.)
5. Claim-free renewal discount
6. Motorcycle safety course discount (ten percent off for the basic Motorcycle Safety Foundation course and five percent for the advanced course.)

THE CUSTOM BIKE POLICY

Taking the time and the money to customize your Harley is a major commitment, and getting your customized beauty insured for its real value can be a major hassle. Bros Club Insurance has the answer to this problem with its "Stated Value Insurance Policy." This optional policy allows you to insure your bike for its appraised value, not the value found in some book. The value of your customized bike is locked in, so if you do have a claim you are protected from the depreciation that is common in a regular insurance policy.

THE ACCESSORIES

Bros Club Insurance can take care of all of your valuable accessories from forks to taillight. These accessories can be added at any time during your policy

period by simply calling the toll-free number. In 1995, look for a new accessory option that will make it easier than ever to add these accessories to your policy. More on this in a later column.

THE CLAIM SERVICE

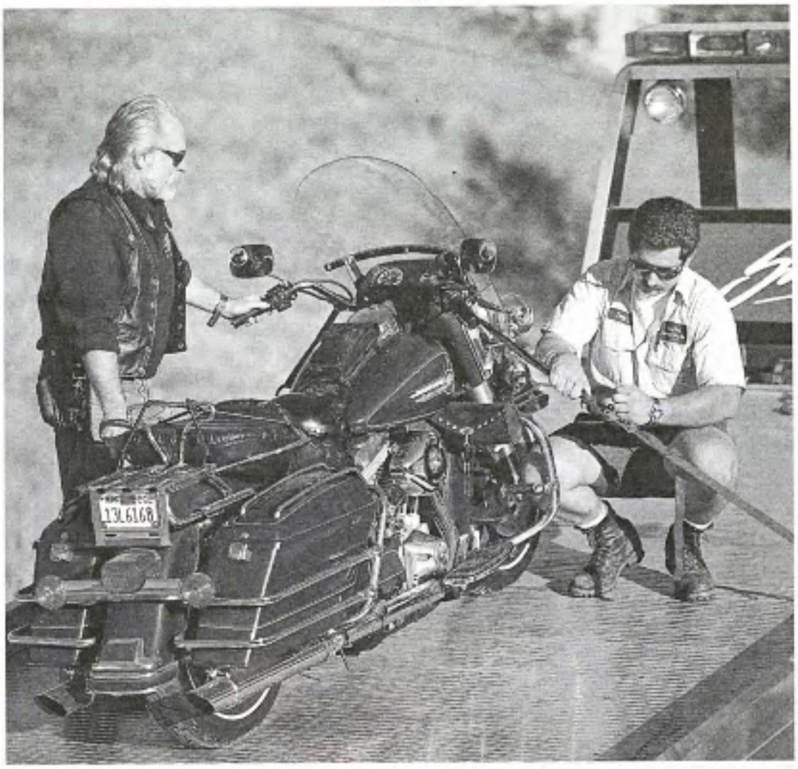
Over the years, Bros Club Insurance has developed a national network of motorcycle claims adjusters. Should you have a claim, one of these local adjusters is assigned to help you get back on the road. Each adjuster has been carefully screened and has been determined to be exceptional in handling motorcycle claims. A 24-hour emergency claims service is available by calling a toll-free number. On the other end of the phone you will find a motorcycle expert (as a matter of fact, our claims examiners are motorcyclists) who will put you in contact with your adjuster and who will also work with you to settle your claim as quickly as possible.

FREE LIFE INSURANCE

In March, all Bros Club members will be receiving a notice in the mail regarding $2,000 worth of free life insurance just for belonging. But there *is* a catch: You must fill out the information on the notice and send it back to them in order for them to activate the policy. That's it. Nothing else. Also, at that time you will have the option to add more coverage for yourself and/or include your family members (at very competitive rates). I will leave it to the mail to enlighten you on the extent of the coverages. Again, even if you chose to take only the minimum coverage, don't forget to return the form that you receive in the mail. This will activate the coverage. After all, it's seldom that you get something for nothing in this day and age.

That's it. I'll be signing off for this month. If you find a better insurance deal, or have any comments or questions regarding our policies, let us know. In the meantime, keep those cards and letters coming. I'm sure a lot of you have some good holiday stories to tell. Let's hear them. Until next time, keep the rubber side down.

—Gregg Daniel



IT'S BETTER THAN YOUR OWN TOW TRUCK

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It's the most comprehensive Club and Road Service Plan for motorcycles there is. 24 hours a day, nationwide, you can call our "Bros Club®" toll free line and a truck will be sent to the rescue. We'll pay up to $50.00 of the cost of the call. (That covers most calls). You will also get a one year "Bros Club" membership that includes:

◆ Free $2,000 Life Insurance Policy ◆ VIP treatment at Easyriders Rodeos
◆ "Ridin' With Rip". Our roving reporters guide to the best spots (and hotspots) across the country
◆ A "Bros Club" winged patch, decal and membership card

YES! Enroll me in the BROS CLUB *Road Service Plan*.

☐ *$29.95 gets "Bros Club" affiliation and peace of mind at the same time.*

☐ $24.95 (If you're already a "Bros Club" member and would like one years' Road Service and Life Insurance Coverage.)

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TALKING TECH

HOPPED SPORTY VIBES

I've been a Harley-Davidson owner for about six months now and love it. In February of 1994, I went to a local motorcycle show with a friend and fell for the Sportster 883. Since I've owned the bike I've had the factory 883/1200 conversion done (retaining the stock 883 valves), installed a Dynojet, an S&S-style air cleaner with a K&N filter, Screamin' Eagle slash-cut mufflers, Screamin' Eagle coil, and an H-D 1200 ignition module. The bike sure goes now, with dyno readings of 61 hp at 5,500 rpm and 66 ft.-lbs. at 4,000 rpm at the rear wheel. This bike is intended for street use, and I really like the torque of the V-twin engine. My question for your technical staff is two-fold. First, are there any other performance mods that will make this bike even more of a street rod, without breaking the bank (ie: cams, carb, exhaust, etc.)? Second, since the 1200 conversion, the engine seems to vibrate a lot more. Do products like the Fisher vibration damper really work as claimed? Would you recommend the use of such devices? Have you done any product reviews or performance tests on them? Your response is greatly appreciated.

James Tremblay
Vancouver, British Columbia

While making this conversion the new piston assemblies should have their weight checked and matched as close to the original pistons' weight as possible, in order to maintain engine balance. Extra bolt-on torsional vibration dampers or automatic balancers are of little or no help. Check to see if anything else on the bike is magnifying a minor vibration. An extra bracket can usually make things calm down. Want more power? Valve and port work with cams and carb are the next step.

WANTS BEEF

Could you please tell me (in detail) how to go about beefing up my 1993 Heritage Keihin CV carburetor?

Mike Senese
Willingboro, New Jersey

Not too much needs to be done to this carb, other than fine-tuning the jetting. The idle mixture screw is capped just like earlier Keihins. However, the mixture screw is now on the bottom and access is necessary. The screw usually has to be backed out 1/4 to 1/2 turn further than the factory setting to obtain best throttle response and to reduce the amount of time the enrichener is used. As long as the mufflers or cam are not changed nothing else is necessary. If the cam and pipes are changed, the slow jet is probably the only other jet change required. The stock size slow jet should be opened up .002-inch. The main jet for stock heads is correct for your 49-state model, but California bikes (Big Twins) need about a 180-185 mainjet to go with the California needle. This works fine on engines up to 89 cubic inches.

SPUTTERING SPORTSTER

I own an '83 XLCH that is completely stock, except for the air cleaner and 2-inch drag pipes. Prior to installing the pipes, if you got on it hard, the engine would miss and sputter—acting like it was starved for fuel. Moderate acceleration caused no problems. A local dealership cleaned the carb, which helped a bit, but the problem still existed.

About a year later, I took the bike to another dealership, where I got the following advice from different people:

1. Rejet the carb. That will solve your problem.

2. You wasted your money on the pipes. They don't create enough back pressure and could ruin your engine.

3. Install baffles. That will solve it.

This bike has only 5,000 miles on it, and I don't want to toast it. Any ideas?

John Czapiewski
Minot, North Dakota

"1." Is the correct answer; "2." Is the correct answer if "1" is not done; "3." Is worse than stock.

GETTING TANKED

The gas tank on my 1991 FXR has the speedo in the middle (and a gas cap). I wanted to switch it over to a fatbob tank but can't find anybody who knows if it can be done. I checked a lot of catalogs and can't find anyone who sells it. I'd appreciate it if you could help me out.

Lester
Lenox, Massachusetts

CCI has one: part #25-551.

I need some info from your rag. I'm locked down and look to your rag as a source of information. I have a 1989 FLHS and want to put on five-gallon fatbobs. I don't want the dash (speedo/RPM) that I have on now and want to change the look like a Heritage (1993) setup. Is this possible and how?

Randy Volkman
Black River Falls, Wisconsin

There are lots of combos now available. CCI is a good source of choices.

GIMME A BRAKE

Help! I'm running a '68 Sporty with Invader five spoke wheels. I replaced the brake shoes with stock block brake shoes (front and rear) from the H-D dealer. When the light turned red I went gliding right through it.

Next course of action: I tried aftermarket woven brake linings on the rear. Same response at the same color light!

Is there something that can be done to hurry-up the break-in period for the shoes, before hitting the streets?

Fetus Face
Fond du Lac, Wisconsin

The problem sounds like an oversized (worn or machined) brake drum and standard-size linings. The arc diameter differences between the two will only allow a small area of shoe lining to contact the drum. As you step down harder and as panic sets in, the shoes will spring out of shape and leave even less lining in contact, just when you need more. The cure is to take the drum, shoes, and backing plate to a commercial clutch and brake relining shop (automotive and industrial shop). They can arc the linings by grinding to match your drum if round or oversize. Fix number two involves more money, and you get disc brakes.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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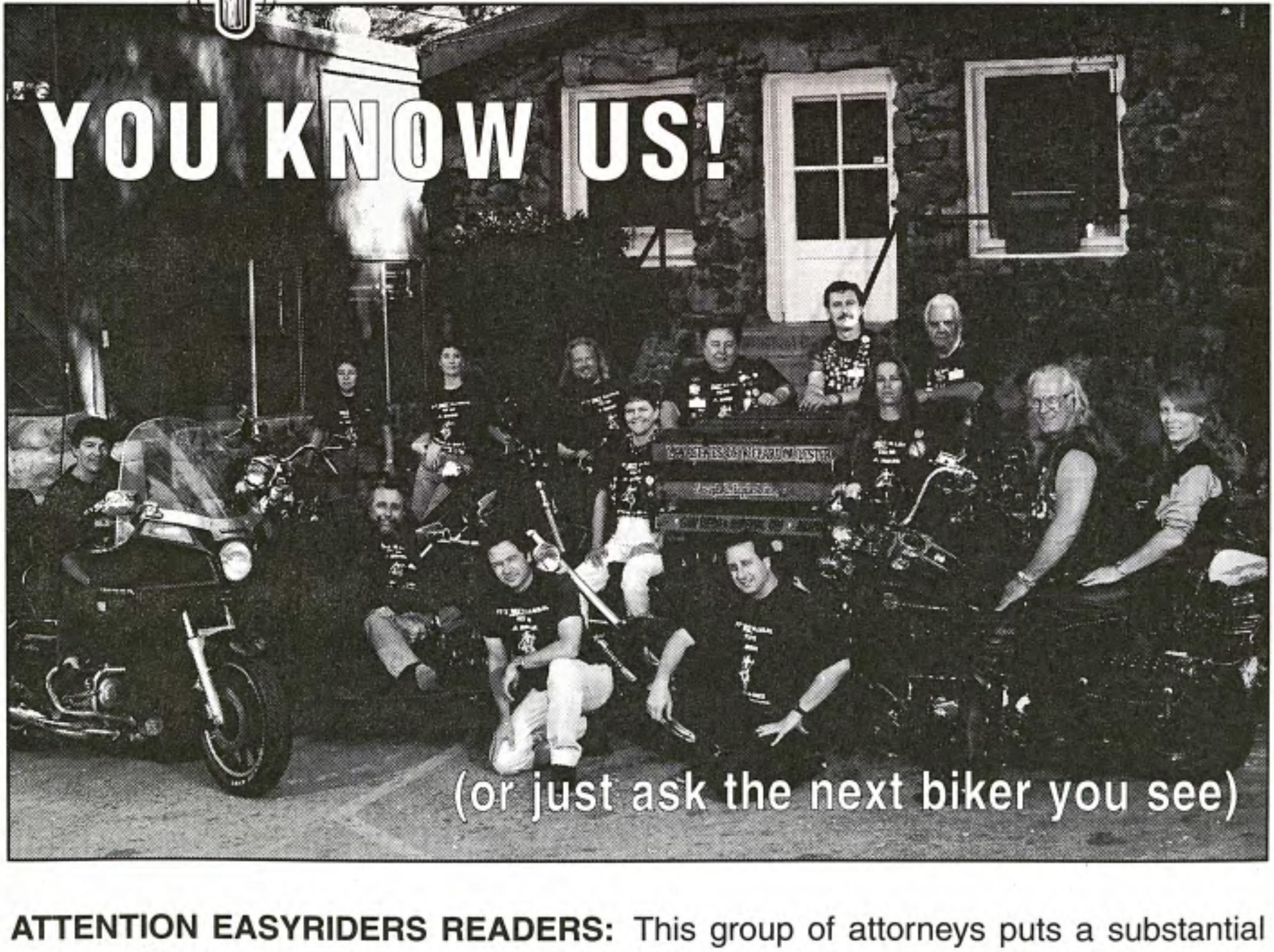

ATTENTION EASYRIDERS READERS: This group of attorneys puts a substantial portion of its legal fees from motorcycle accidents back into motorcycling by being the sole financial sponsor of the National Coalition of Motorcyclists

WHAT'S HAPPENING

CALIFORNIA

M/C SWAP MEET—March 12, Ventura County Fairgrounds, Agricultural Building,Ventura-By-The-Sea, sponsored by "The Guyz" at "The Shop" in Ventura. Info: Harry (805) 656-6777 (days)

VUNG TAU SPRING RUN—March 26, Vietnams Vets MC. Info: (805) 486-5632/(805) 584-3142

5TH ANNUAL POKER RUN—April 8, Stockton, Jus' Brothers MC. Music, food, fun! Info: Rebel at the Hi-Lo Club (209) 463-5347

COW PALACE—April 9, MMA. Info: 2202 16th St., Sacramento, CA 95818; (916) 442-4727

WATSONVILLE SWAP MEET—April 30, MMA. Info: (916) 442-4727

MOTORCYCLE TOUR OF BAJA CALIFORNIA—May 2-14, Mexico, departing from and returning to San Diego. Two thousand miles of breathtaking scenery and untouched nature. Reservations & info: Von Thielmann Tours, Baja-Tour, P.O. Box 87764, San Diego, CA 92138-7764; FAX: (619) 463-7788

FLORIDA

DAYTONA BIKE WEEK 1995—March 5-12.

PUTNAM COUNTY ABATE meetings are held on the first Sunday of the month at noon; third weekend of the month is Big Bike Weekend with a poker run on Saturday and a bike rodeo on Sunday. Info: Cheyenne Saloon, P.O. Box 440, E. Palatka, FL 32131-0440

BIKE WEEK 1995 CAMPGROUND—March 3-12, ABATE, Volusia County Fairgrounds, SR 44 and Interstate 4, Exit 56, Deland. Info: ABATE (407) 668-5006 or Wild Bill (813) 359-1973

SPIDER'S SWAPATONA—March 4-12, Daytona Flea Market, 1 mile west of Daytona Speedway, 10 a.m.-6 p.m. Info: (304) 877-6946 or (800) 789-6946

SCAVENGER HUNT—March 9, Leather & Lace Harley Riders Association, sign up from 10 a.m. to noon at the Bel-Air Plaza, N. U.S. 1, Ormond Beach. Ends at Pub 44's Biker Bash. Info: 1-800-526-LACE

BIKE BASH & OUTDOOR CONCERT—March 9, Pub 44, State Rd. 44, New Smyrna Beach, noon to midnight, free admission. Info: (904) 428-6523

"MALE AUCTION"—March 10, Leather & Lace/ Harley Riders Association, at "Chaps", 4170 S. US 1, Edgewater. Ladies, bring your husbands and boy-friends. Lace will get a good price for them. Info: (800) 526-LACE

CRANE CAMS OPEN HOUSE—March 10, 530 Fentress Blvd., Daytona Beach. Plant tours, custom bike display, and free refreshments. Hours: 9:30 a.m.-2:30 p.m. Info: (904) 252-1151

MOTORCYCLE DEMOLITION DERBY THRILL SHOW, PARTY, & JET BURNDOWN—March 10, New Smyrna Speedway, State Rd. 44, New Smyrna Beach. Fireworks during the show. Gates open at 6 p.m.; action at 8 p.m. Info: (904) 427-4129

RAT'S HOLE CUSTOM CHOPPER SHOW—March 11, Ocean Center. Hours: 8 a.m. - 5 p.m. Info: (904) 254-4500

EASTER SEALS' H-D GIVE-AWAY—March 11, Rat's Hole Chopper Show, 5 p.m. (904) 255-4568

HARLEY HEAVEN—March 12, Daytona International Speedway, 10 a.m. Info: (904) 254-2700

ANNUAL HARLEY-DAVIDSON PARADE—March 12, leaves Bellair Plaza at 9 a.m., travels south down A1A and west on U.S. Highway 92 to Daytona Int'l Speedway and Harley Heaven. Info: (904) 255-0981

BIRTHDAY PARTY, ELIMINATION DRAW, CHARITY FUNDRAISER—April 9, Big Water Chapter of ABATE, Eagles Club, Hwy 98, N. Okeechobee. Grand prize: 1995 Classic Electra Glide. To order tickets send $50 check or money order to Big Water Chapter, P.O. Box 2649, Okeechobee, FL 34973-2649 Info: Dee (813) 763-0442/(813) 763-3223

GEORGIA

SWAP MEET & BIKE SHOW—April 2, Henderson's Arena, Atlanta, sponsored by Georgia Motorcyclists PAC. Info: Lee Richardson (706) 342-4543

ANNUAL POKER RUN—April 15, Columbia Chapter H.O.G. Info: (803) 345-3712

ILLINOIS

WORLD'S LARGEST INDOOR M/C PARTS EXTRAVAGANZA/SUPER SERIES BIKE SHOW—March 25-26, McCormick Pl. N., lower exhibit hall, 23rd St. & Lake Shore Dr., Chicago. Info: (319) 462-6011

M/C PARTS EXTRAVAGANZA/SUPER SERIES BIKE SHOW—April 9, Belle-Clair Fairgrounds, Rt. 13 & 159, Belleville. Info: (319) 462-6011

KANSAS

11TH ANNUAL CAPITAL CITY M/C SHOW—March 23-26, District 4 ABATE, Topeka. Info: (913) 271-1464 or (913) 235-6523

3RD "NOT SO ANNUAL" HAWG BLESSING AND POKER RUN—April 1, Hawgs M/C, Wakefield. Info: Shyster (913) 762-7123

LOUISIANA

M/C EXPO & SWAP MEET—March 19, Shreveport Convention Hall, Shreveport. Info: (214) 289-2893

MINNESOTA

M/C PARTS EXTRAVAGANZA/SUPER SERIES BIKE SHOW—March 5, St. Paul Civic Center, Roy Wilkens Auditorium, St. Paul. Info: (319) 462-6011

NEW JERSEY

M/C SWAP MEET—April 2, Casino on the Boardwalk, Asbury Park. Rain or shine. Hours: 11a.m. - 5 p.m. Info: (908) 776-9086

NEW YORK

IRON & INK CUSTOM CYCLE & TATTOO SHOW—March 25, Am-Jam, Mid-Hudson Civic Center, Poughkeepsie. General admission: $7 Hours: 11 a.m. - 6 p.m. Info: (518) 346-0521

NORTH CAROLINA

BIKE SHOW AND RAFFLE—March 18, Durham H.O.G., raindate: March 25. Info : (919) 682-6695

OKLAHOMA

15TH ANNUAL M/C & TRADE SHOW—April 8-9. Info: ABATE of Oklahoma, Tulsa Chapter, P.O. Box 582078, Tulsa, OK 74158

PENNSYLVANIA

M/C PARTS EXTRAVAGANZA/SUPER SERIES BIKE SHOW—March 19, Farm Show Complex, 2301 N. Cameron, Harrisburg. Info: (319) 462-6011

MOTORCYCLE SWAP MEET—April 1, Perryopolis Auto Auction Building, Rt. 51, Perryopolis. Info: (412) 379-4816 or (412) 348-5364

SOUTH CAROLINA

LOBBY DAZE—March 8, ABATE. Meet with your Senators and Representatives in the State Capitol Buildings. Info: John (803) 499-9081

LOBBY DAZE—April 12, ABATE. Meet with your Senators and Representatives in the State Capitol Buildings. Info: John (803) 499-9081

ANNUAL POKER RUN—April 15, Columbia Chapter H.O.G. Info: (803) 345-3712

TEXAS

M/C EXPO, SHOW & SWAP MEET—March 26, San Antonio, Texas Convention Center. Hours: 10 a.m.- 5 p.m. Info: Bob Bagwell (214) 216-5520

BIKE SHOW—April 2, Three Rivers Federal Prison Camp, Three Rivers.Info: Raul Cortez, Chairman, P.O. Box 4300, Attn: Volunteers, Three Rivers, TX 78071

VIRGINIA

OUTSIDE SWAP MEET—March 19, Boston's M/C Cafe. Info: (804) 742-5137 (Thurs.- Mon.,11- 8 p.m.)

WISCONSIN

M/C PARTS EXTRAVAGANZA—March 19, Dane County Expo Center, Madison. Info: (319) 462-6011

'95 WYOMING M/C SHOW & SWAP—April 1, Fairgrounds Industrial Building, Casper. Hours: 10 a.m.-6 p.m. Info: (307) 266-5401

CANADA

14TH ANNUAL NATIONAL M/C SWAP MEET & BIKE SHOW—March 25-26, Exhibition Place, Toronto. Info: (705) 778-2275

ALL-HARLEY DRAG RACING—For listings, features, and information look for *Easyriders'* new performance magazine, *Quick Throttle*, on the newsstands now. AMRA: (708) 250-0838 • ECRA: (609) 652-1159 AHDRA: (919) 229-4877

EASYRIDERS EVENTS:

EASYRIDERS BIKE & TATTOO SHOW TOUR—March 17-19, LA County Fairplex, Pomona, California. Info: (800) 962-9857.

EASYRIDERS BIKE & TATTOO SHOW TOUR—March 24-26, Oakland Convention Center, Oakland, California. Info: (800) 962-9857.

EASYRIDERS BIKE & TATTOO SHOW TOUR—March 31-April 2, Evergreen State Fairgrounds, Everett, Washington. Info: (800) 962-9857.

EASYRIDERS REGIONAL BIKE & TATTOO SHOW TOUR—April 21-23, Hyatt Regency Downtown, Houston, Texas Info: (800) 962-9857.

EASYRIDERS BIKE & TATTOO SHOW TOUR—April 28-April 30, Veterans Memorial Coliseum Winston-Salem, North Carolina. Info: (800) 962-9857.

To have your events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. Send your info to: What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000.

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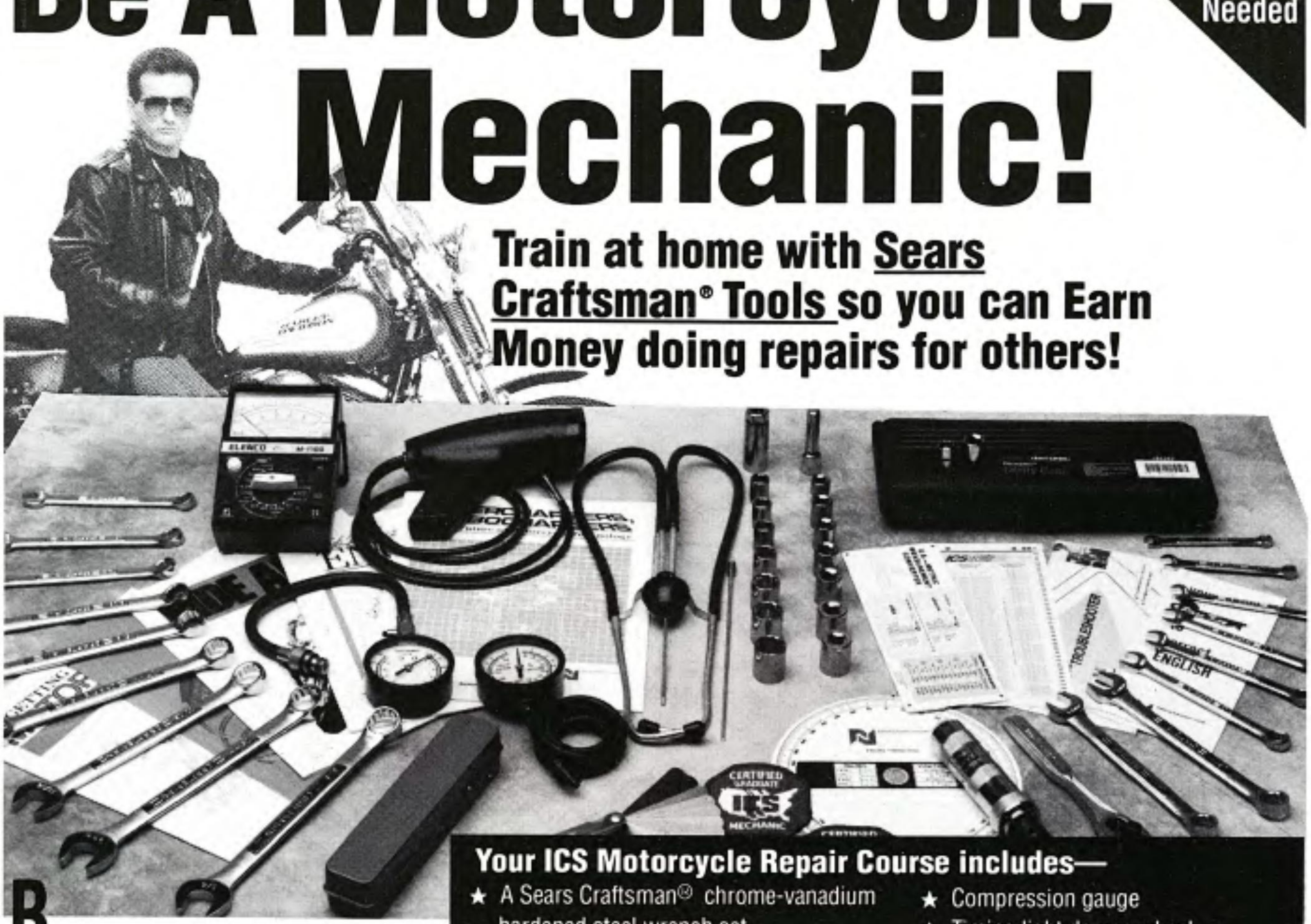

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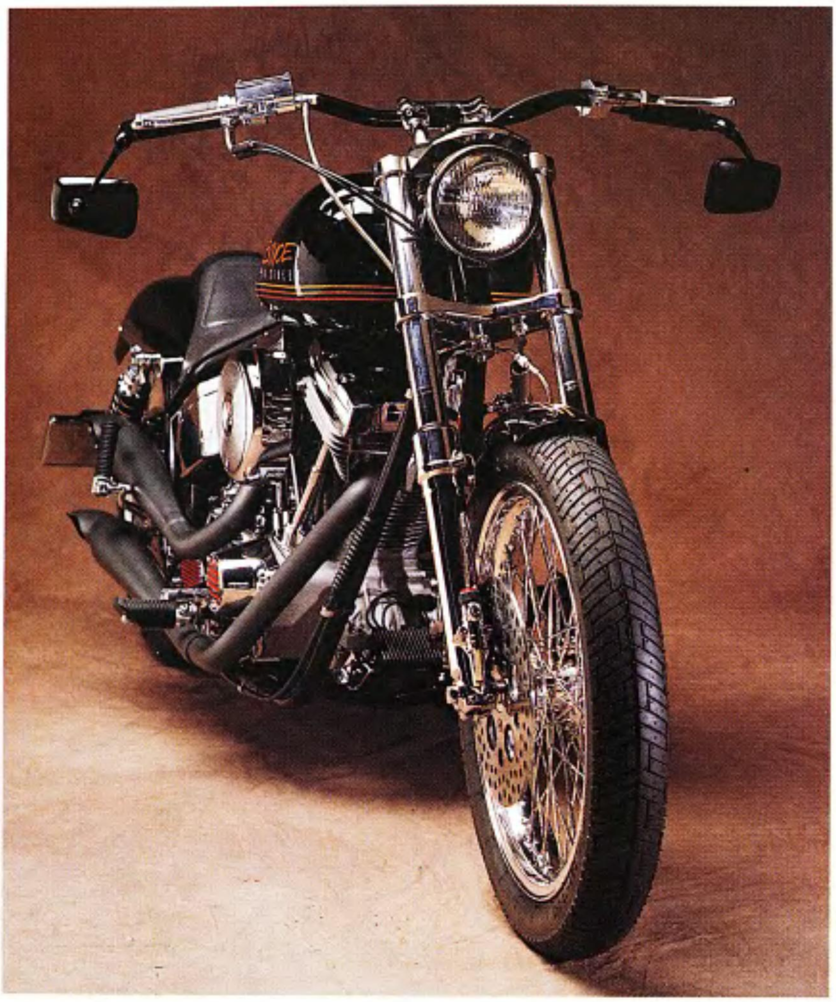


ON A BLACK BOYCE

Kenny Boyce has been changing the shape of what we ride for years. His ultra-lightweight, super-strong, DOM mild-steel tubed Pro Street chassis are equaled only by the ground-up, made-to-order custom bikes he builds. A long-time "performance-first" policy has given Kenny a national reputation as a master builder.

Prices for his handmade machines start at $30,000, but demand has recently pushed Kenny to add a 2,500-square-foot, high-tech motorcycle assembly plant to his existing manufacturing and shipping facilities in Rancho Cordova, California. Business was good, so Kenny thought it was time to give something back to the community.

Kenny heard about the *Easyriders* Sweepstakes to benefit the Juvenile →

BOYCE
STREET

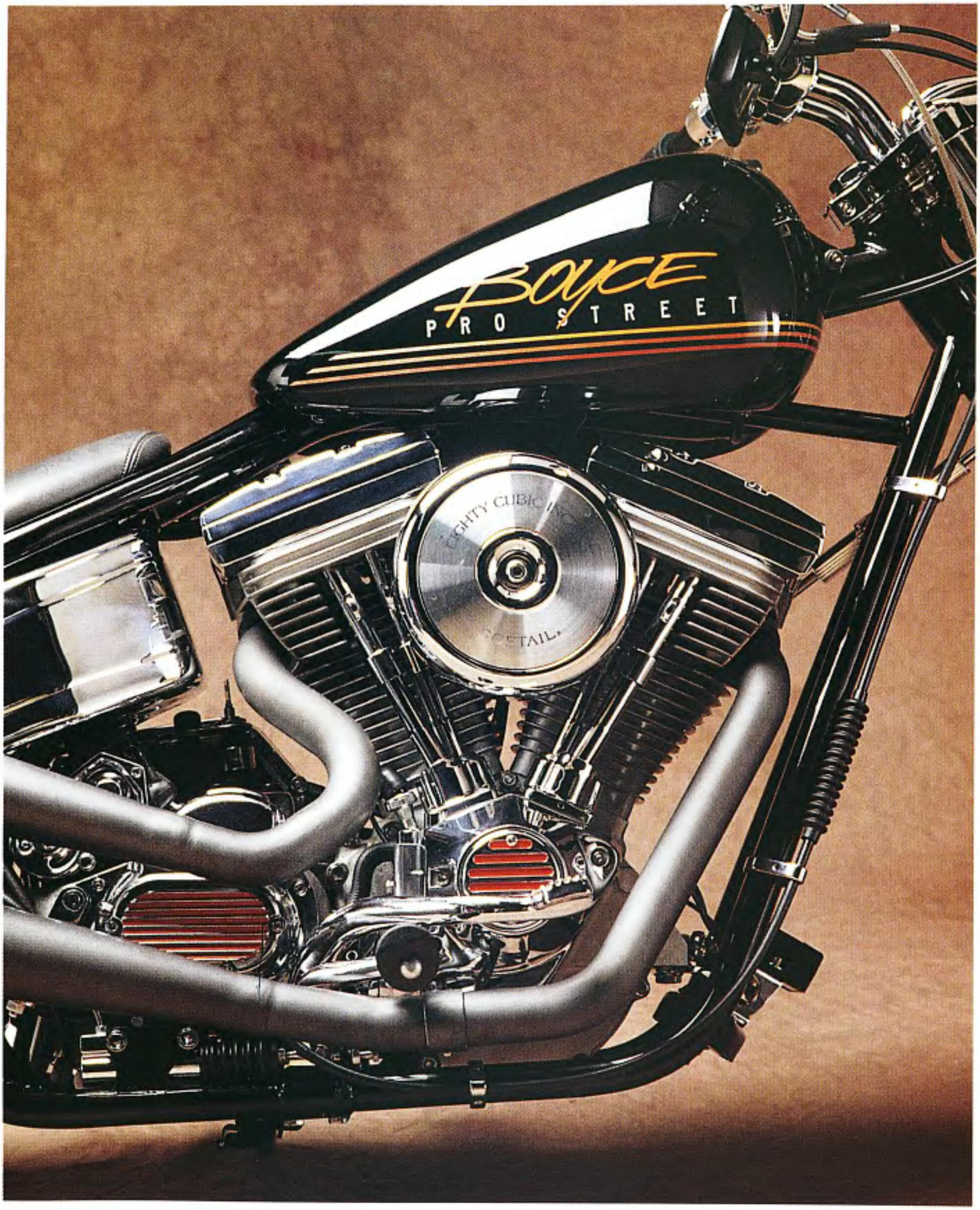
Diabetes Foundation and said, "This is something I need to do. It's time to do some good, time to get involved."

The contest required the country's top bike builders to submit one of their signature machines as part of a selection from which the sweepstakes winner will be able to choose his favorite. *Easyriders* limited the selection to six. The Boyce-built bike easily qualified.

"I wanted to build a bike specifically for this contest," said Kenny, "but since the winner chooses which bike he wants, I couldn't build it to a customer's individual specs. So, I went with clean, smooth lines, something classy that would have wide appeal."

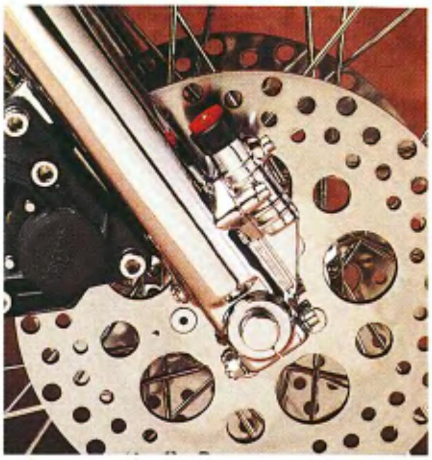
But Kenny, backlogged with orders, had just three weeks to assemble a machine. "This was no easy deal," he said. "The bike had to be right, but I didn't have the luxury of time. I had to make the best use of what was on hand."

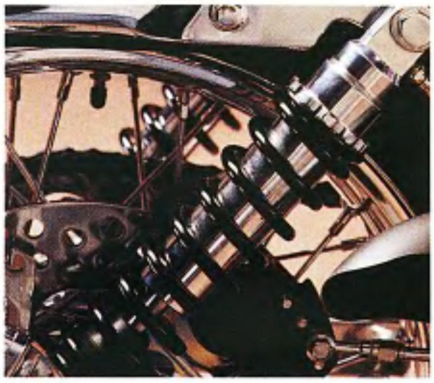
And that he did. Kenny kept it pure

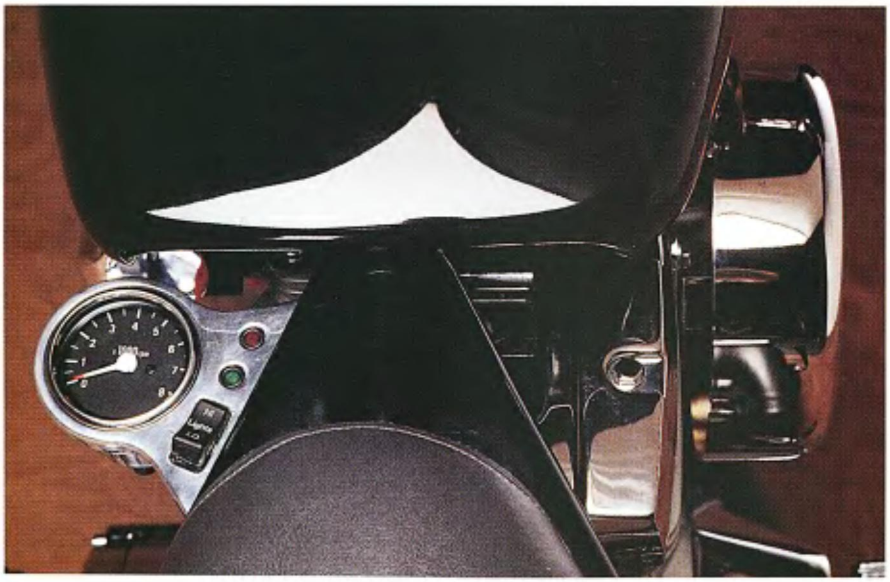


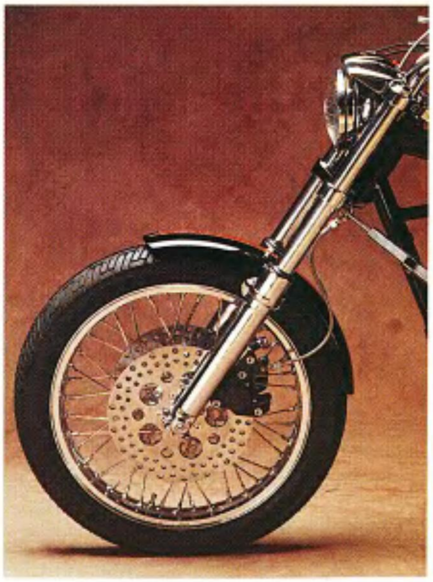
and simple. He took a stock FXR Evo motor, installed a Sifton cam, and bolted the powerplant into one of his high-performance Pro Street frames. Add on a fat rear tire, chain final drive, Brembo brakes, Akront aluminum wheels with stainless steel spokes, Marzocchi front forks, and a few more of Kenny's own products—billet aluminum triple trees, a license plate frame, an oil tank, a Pro Street trap door, pipes, specially modified fenders, and countless other design touches—and what you have is a fast, agile show winner with the Boyce stamp on it.

You can see Kenny's creation at the 1995 *Easyriders* Bike and Tattoo Shows and Rodeos when they come to town. There's no limit to how often the sweepstakes can be entered. The more you play, the more money there is for the Juvenile Diabetes Foundation, and the better chance you have of riding home on this black beauty. *—Josh* →









Owner: .... Kenny Boyce
City: .... Rancho Cordova, California

General

Fabrication: .... Kenny Boyce
Year and make: .... 1994 Pro Street
Model: .... Pro Street
Chroming: .... Buff & Plate (Sacramento)

Engine

Year: 1994
Model: .... FXR
Rebuilder: .... owner
Ignition: .... stock
Displacement: .... 80 cubic inches
Lower end: .... H-D
Pistons: .... stock
Cases: .... stock
Heads: .... ported, B.C. Gerolomy
Cam: .... Sifton 143 (550 lift)
Carb(s): .... stock H-D
Pipes: .... Pro Street
Modifications: .... Screamin' Eagle air cleaner, no mufflers, 60 hours of work

Transmission

Year: 1994
Modifications: .... Andrews gears, Pro Street trap door

Painting

Molding: .... none
Painter: .... Pro Street
Color: .... black polyurethane
Special paint: .... Carl Brouhard

Frame

Builder: ..... Boyce Pro Street Chassis Works
Type: .... Pro Street FXR
Modifications: .... 32° rake, Pro Street Offset S/A swingarm w/ .095 DOM tubing

Accessories

Bars: .. Calif. Specialities 2-inch drag bars
Fenders: ...... modified steel front and rear
Headlight: .... FX
Taillight: .... modified FX
Speedo: .. what speedo? CCI tachometer
Pegs: .... FXR front
Gas tank: .... modified FXR
Oil tank: .... Pro Street
Seat: .... Pro Street solo
Mirrors: .... Pro Street
Grips: .... rubber

Forks

Type: .... Marzocchi
Modifications: .... Pro Street mid glide billet aluminum triple trees

Wheels

Front: .... 19-in., P.M. hub, Metzeler, Brembo
Rear: ..... 18-in., CCI hub, Metzeler, Brembo
Photos: .... Silvermoon

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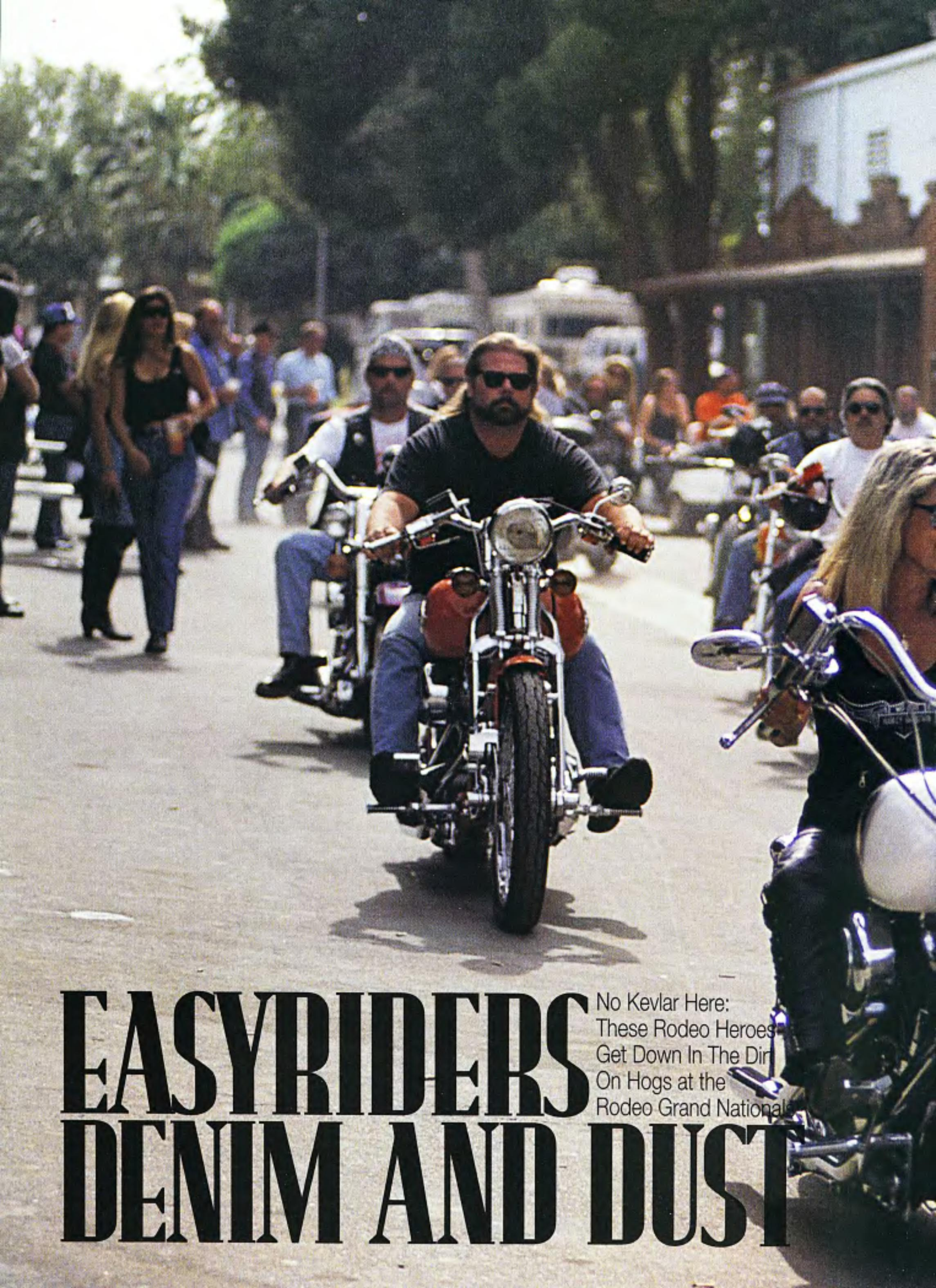


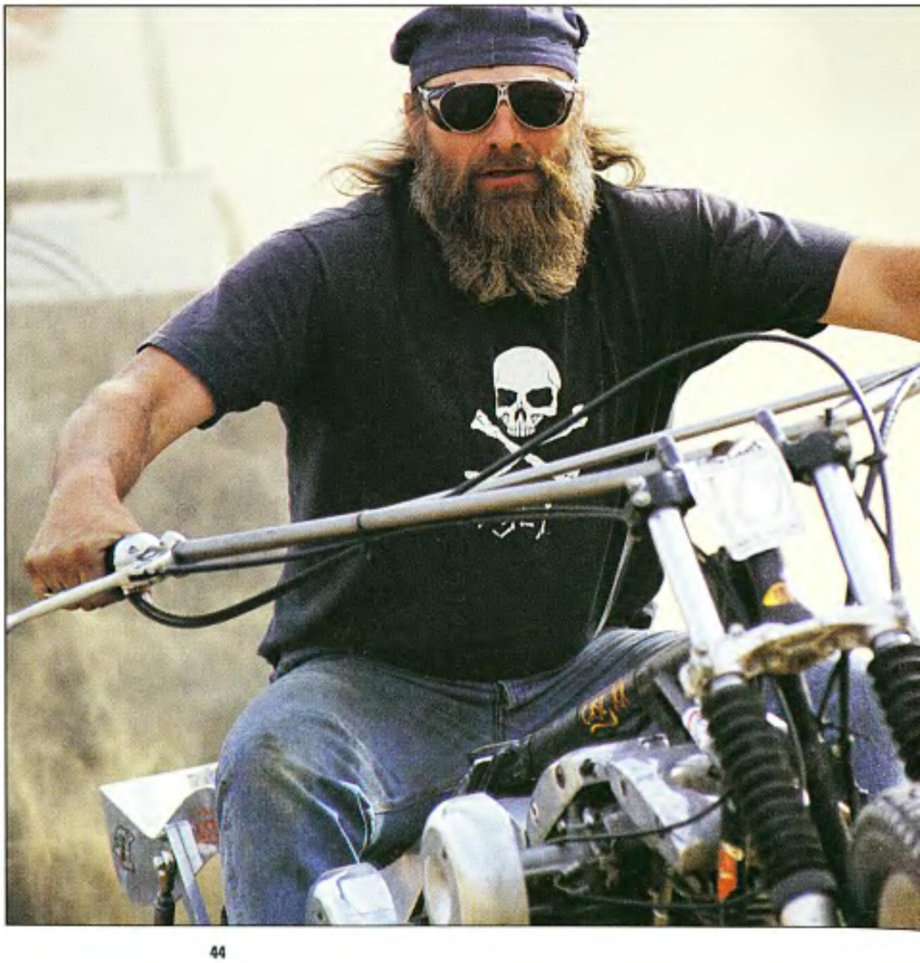
EASYRIDERS DENIM AND DUST

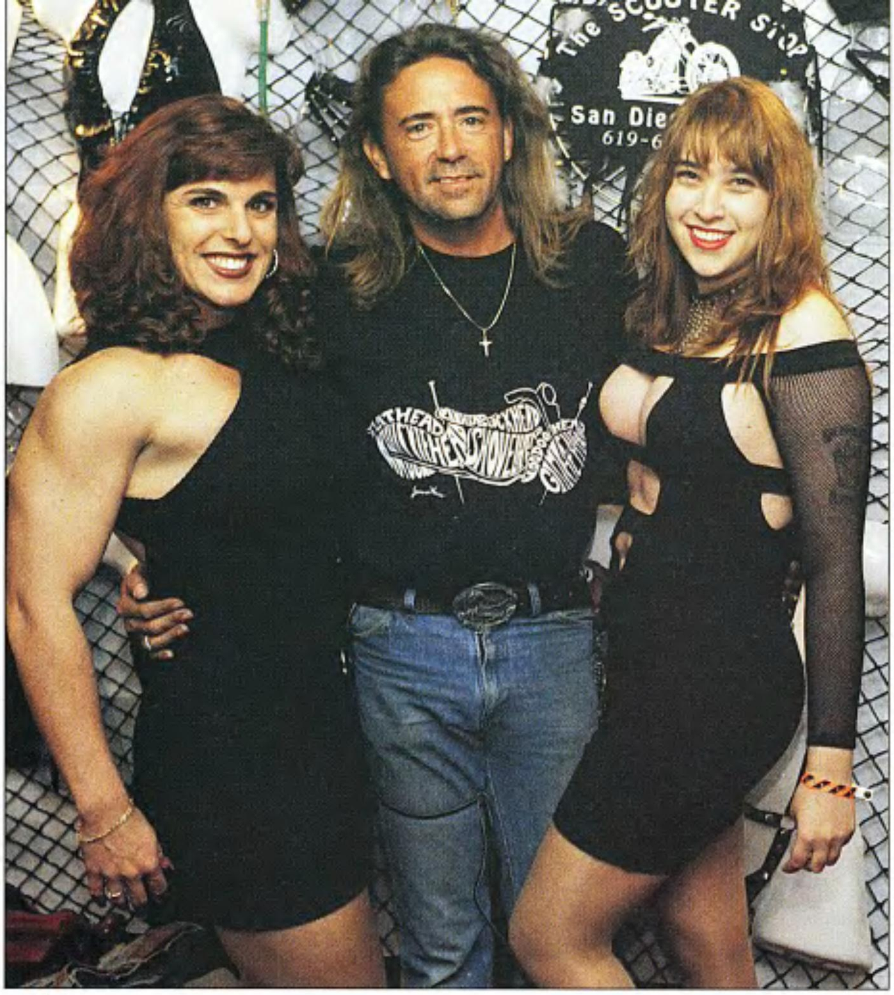
No Kevlar Here: These Rodeo Heroes Get Down In The Dir On Hogs at the Rodeo Grand Nationa

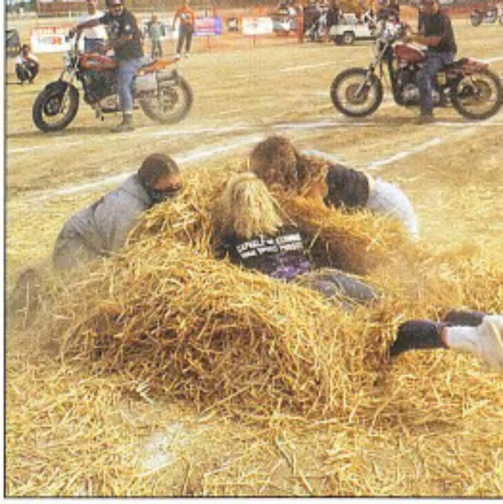
"Without a doubt, this was our best year. Between the camaraderie of the riders and a close race for the top spot—five guys were in the running for champ as late as mid-season, and it was down to three by the time we came West—this season we improved the sport." So says no more knowledgeable a source than that paragon of press info himself, Field Director Leon Hatcher, the *Easyriders* Rodeo ramrod. Leon has been on the road the past eight years with the Rodeo, controlling quality and safety among the competitors, as well as overseeing each event as arbiter. This year he was aided by a Competition Committee consisting of unbiased veteran ARROW (Associated Rodeo Riders On Wheels) members.

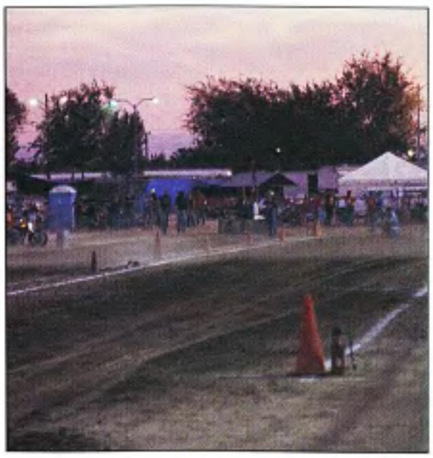
The eighth season was the longest, with the most events scheduled yet, spanning from Casa Grande, Arizona, in late April through stops down South in Fayetteville, North Carolina, up the East Coast, back through the Midwest, and finally, to complete the circle, out West to Bremerton, Washington and Angels Camp, California, and wrapping up with the big enchilada—the Rodeo Grand Nationals—in Lancaster, California, over the weekend of October 21-23, 1994.

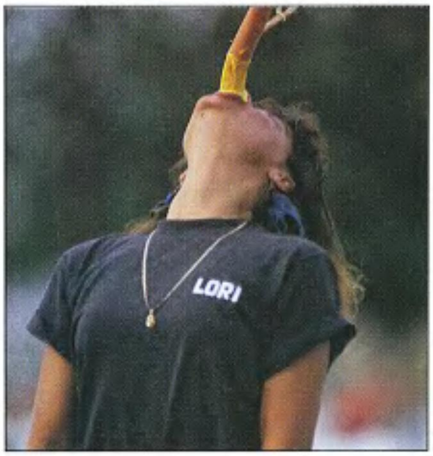
The Lancaster Rodeo Grand National Finals at the Antelope Valley Fairgrounds featured a dogfight that pitted three-time and defending back-to-back champ,







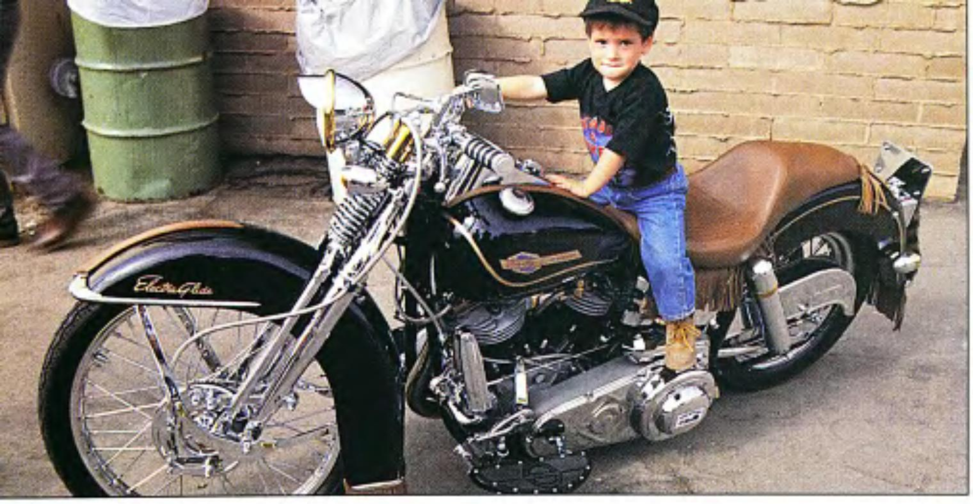


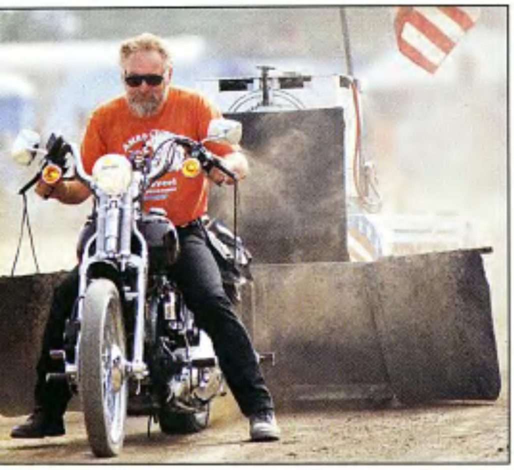


Gary Freel of Ames, Iowa, against a pack that smelled the blood of vulnerability. Head bloodhound, Michael Poisson (34) of Flint, Michigan, sat a scant 1,850 points behind—a difference that could quickly be made up. Gary had encountered troubles with his puller bikes on the West Coast leg of the tour, necessitating overnight parcel shipments (from Ames, Iowa) for replacement parts. The other riders were well aware of it, and they prepared themselves to take full advantage.

For Poisson, one disadvantage was the fact that he doesn't compete in the keg derby, wienie bite, potato haystack, tire ride, barrel race, or slow race events. Mike's strategy is to concentrate on the bike sled pulls, which garner more points. "With a few refinements, I look to dominate the pulling class," he said. This might work on paper, but out in the arena—where championships are won and lost—every point counts. And although Mike made up an impressive 1,100 points in the pulls, it wasn't enough. When it came down to the wire, Mike stood helpless on the sidelines as Gary garnered 325 points in the other events and put the overall points race out of Poisson's reach.

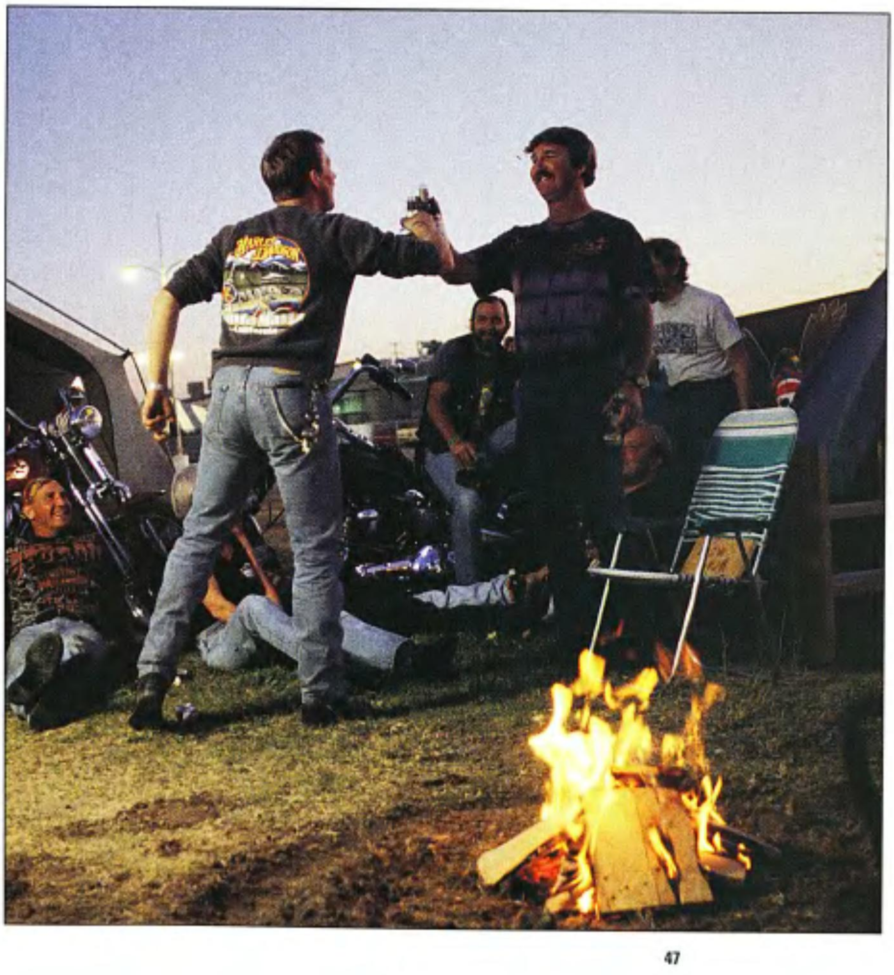
As for Freel, the 36-year-old redheaded rider of daring-do admitted to feeling greater stress right from the season's start. Seven months later, it would end as Gary's most satisfying season, due to →





the high level of competition. In mid-season, Gary, like many of the competitors, had to reinvent his riding style in the sled pull. This was due to a rule change that limited the height and travel of the hitch that attaches the sled to the bike to15 inches above ground. The ruling was implemented for safety's sake by the Competition Committee after David "Parts" Vancil launched himself in Chillicothe, Ohio, with a floating hitch similar to one pioneered by Bob Hanna. The hitch in question was also similar to a modified one used by Freel, as well as other competitors. A floating hitch allows for more leverage and an easier pull for the bike. After years of design innovation and ingenuity, Team Freel had to learn all over again. Gary solved the problem by securing the hitch with ratchet straps, which held it at the 15-inch limit. It took two events to get back in the ballgame. His three-peat also secured an ARROW-record fourth championship.

But it didn't come without some tense moments, like when both his solo and trike pullers became too pooped to putt, and Mike Poisson's lime green Mr. Yuk-stickered team mounted its expected charge to pay dirt. But who should appear from out of the blue, wearing skull-laden black and white Ugly MC shirts, but none other than fellow three-time champ and crowd favorite, Rodeo Ray Tewksbury,



who in the 1,000-pound trike fuel class proceeded to knock Poisson out in the semi-finals, initiating a square-off in the finals against brother Ugly Bob Moon. Rodeo Ray gave his monstrous trike the twist, and the Custom Cycle City-built 115-inch Evo lurched forward to the end of the track in both heats and claimed the mammoth 1,000 point total. But it was an orange-clad sigh of relief that puffed all the way from Lancaster, California, to Ames, Iowa, with the realization that Gary Freel would remain king of the hill once more.

Behind the victory stand, after the champagne had dried, Field Director Hatcher paused and reflected, citing his admiration of the riders for their durability and thanking them all for input and help. "Remember," he said, "these riders are not subsidized by the magazine, the Rodeo, or anyone but their own enlisted sponsors. They are out there, across the country, on their own hook, hoping like hell for a win, yet knowing there's no way to make enough money to cover or recoup expenses." Most have jobs where they put in up to 70 hours a week before heading out the door on a Thursday night to catch the next Rodeo and punching in again on Monday.

To that end, each rider thanks his or her boss for slack.

—Buster →

Photos: Fast Eddie, Billy Tinney, Rip, Dan Roberts

1994 EASYRIDERS RODEO TOP 10 RIDER FINAL STANDINGS

1. Gary Freel, Ames, Iowa: 14,900
2. Michael Poisson, Flint, Mich.: 13,800
3. Bob Santee, Waynesburg, Pa.: 10,575
4. Don Seabolt, Greenville, Mich.: 9,950
5. Ray Tewksbury, USA: 9,200
6. Bob Hanna, Claymont, Del.: 6,675
7. Robert Tabor, Canton, Ohio: 6,575
8. Kari Sioux Tewksbury, USA: 5,975
9. David Vancil, Shelbina, Mo.: 5,100
10. Audra Piittmann, Ames, Iowa: 3,350

1994 EASYRIDERS RODEO TEAM POINTS FINAL STANDINGS

1. Audra Piittmann and Gary Freel, Ames, Iowa: 2,150
2. Melanie and David Vancil, Shelbina, Mo.: 1,825
3. Tonia Church and Robert Tabor, Canton, Ohio: 1,600

1994 EASYRIDERS/ARROW RODEO TOUR SPONSORS

Barnett Tool & Enginnering
Performance Machine, Inc.
Chrome Specialties, Inc.
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Head Of Thunder
Win Products
Blitzkrieg Seats
Continental General Tire
Accel Performance
Jagger Sales

Easyriders Rodeo Grand Nationals Lancaster, California, October 14-16, 1994

Slow Race
1. Bob Santee, Waynesburg, Pa.
2. Jerry Searles, Anaheim, Calif.
3. David Vancil, Shelbina, Mo.
4. Ray Tewksbury, USA

Wienie Bite
1. Terry Miller, Lori Gunia, Sheridan, Mich.
2. Rick, Robin Stecyk Canoga Park, Calif.
3. David, Melanie Vancil, Shelbina, Mo.
4. Gary Freel, Audra Piittmann, Ames, Iowa

Potato Haystack
1. David, Melanie Vancil, Shelbina, Mo.
2. Joe Pape, Stacy, Culver City, Calif.
3. Bob Santee, Joanne Allen, Los Angeles, Calif.
4. Ivan, Mia Eaton, Seabrook, N.H.

Keg Derby
1. Bob Santee, Waynesburg, Pa.
2. David Vancil, Shelbina, Mo.
3. Ray Tewksbury, USA
4. Jeff Kyle, Kelley, Iowa

Barrel Race
1. Jerry Searles, Anaheim, Calif.
2. Gary Freel, Ames, Iowa
3. Jeff Kyle, Kelley, Iowa
4. Eddie Copans, West Hills, Calif.

Tire Ride
1. Gary Freel, Audra Piittmann, Ames, Iowa
2. Terry Miller, Lori Gunia, Sheridan, Mich.
3. David, Melanie Vancil, Shelbina, Mo.
4. Ivan, Mia Eaton, Seabrook, N.H.

1,000 lb. Gas Sled
1. Keith Kerr, Alameda, Calif.
2. Ken Wallace, Vacaville, Calif.
3. Larry Lindner, Reseda, Calif.

1,000 lb. Fuel Sled
1. Michael Poisson, Flint, Mich.
2. Bill Van Dyke, Tampa, Fla.
3. Don Seabolt, Greenville, Mich.
4. Gary Freel, Ames, Iowa

Trike Gas Class
1. Matt Poisson, Flint, Mich.
2. Terry Miller, Sheridan, Mich.
3. Bob Santee, Waynesburg, Pa.
4. Kari Sioux Tewksbury, USA

Trike Fuel Class
1. Ray Tewksbury, USA
2. Bob Moon, Reseda, Calif.
3. Michael Poisson, Flint, Mich.
4. Gary Freel, Ames, Iowa

Grand Nationals Top Cowboy:
Ray Tewksbury, USA

Bike Show Winners
1. Tim Thiel, Visalia, Calif., 1965 Panhead
2. Harolene Walters, Mission Viejo, Calif., 1980 FXSTS
3. Steven Berroth, Tehachapi, Calif., 1992 Fat Boy

Tattoo Show Winners
Male
1. Jerry Farmer, Santa Barbara, Calif.
2. Ken Ross, West Covina, Calif.
3. Danny Conch, Culver City, Calif.

Female
1. Stormy Rhodes, West Covina, Calif.
2. Jennifer Tyrrell, Paramount, Calif.
3. Debra Kerr Price, Alameda, Calif.

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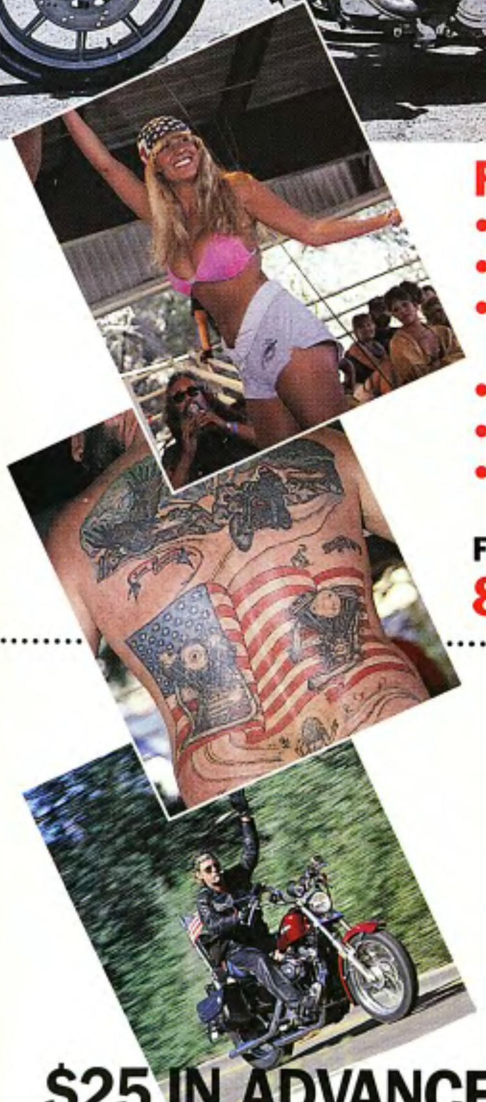

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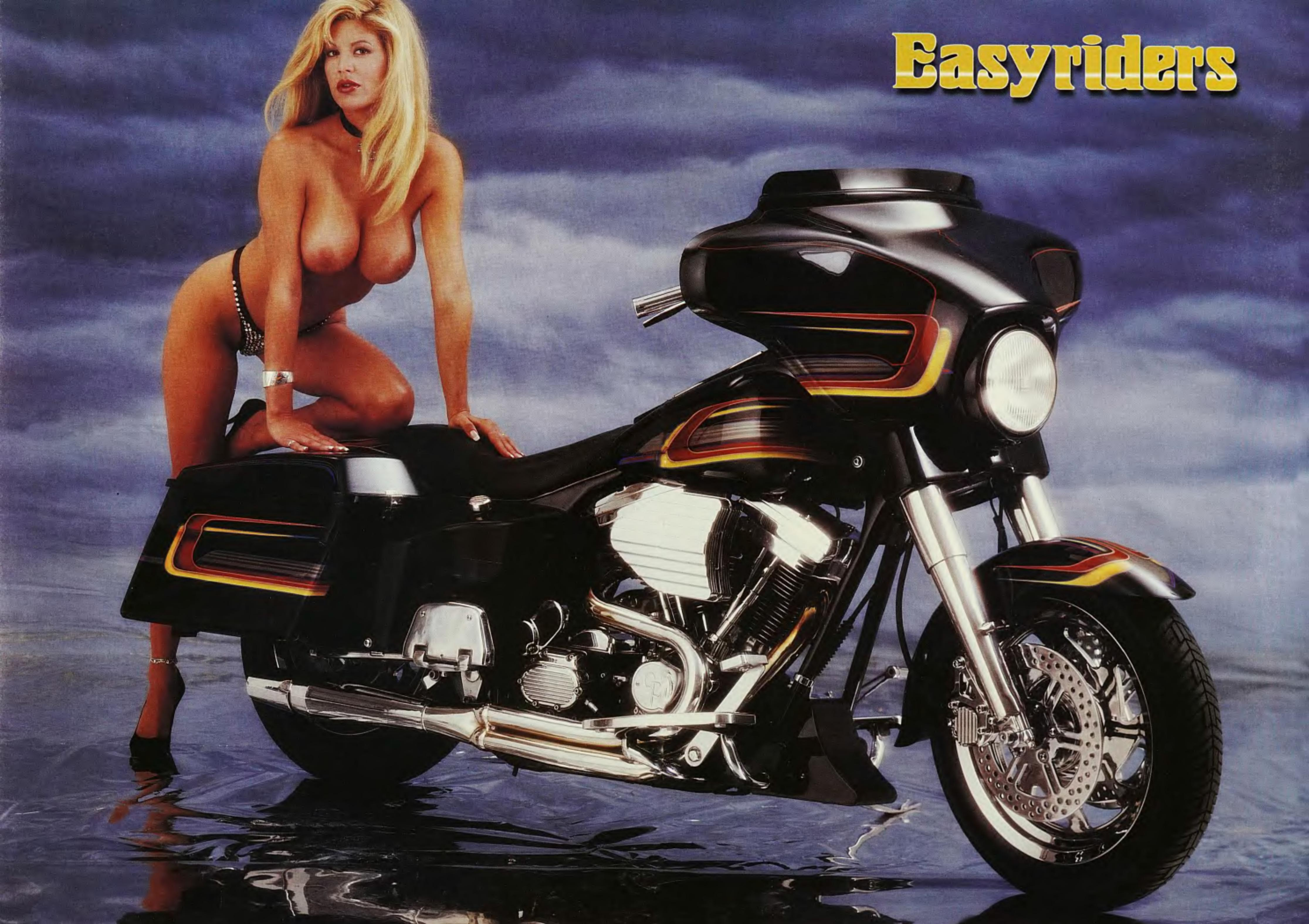
BAG TO THE FUTURE

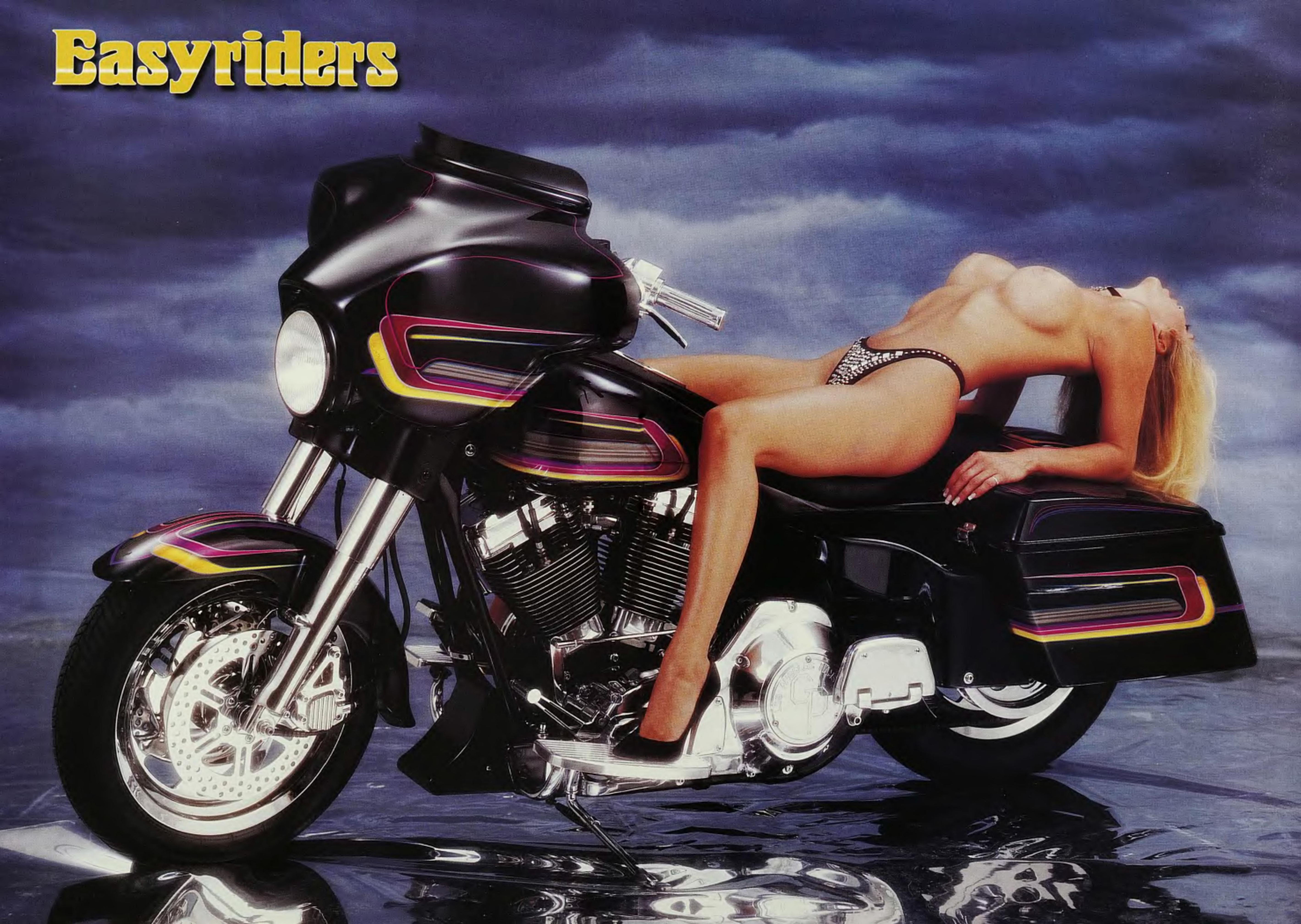
THERE'S PLENTY OF CHEESE WHERE THIS BIKE IS GOING

Mesocricetus auratus on an FLHTC Ultra. Hamster on a bagger. However you say it, sooner or later it was bound to happen. Low and lean has been replaced by aerodynamically rotund, and God only knows what the future holds for the once sacred touring bike... but suppose we *could* know?

"Dateline, Sturgis, South Dakota, 2004 A.D: It's been ten years since Hamster Grady Pfeiffer's 1990 FLHTC Ultra lit the modified fuse under the seats of the furry fabricators. Honoring a decade of dresser decadence, Arlen's Twin Engine Drag Bagger blistered through the Buffalo Saloon in record time Monday, beating the Perowitz Packrat Special (a nitrous Tour Classic) by a good two seconds.

"Barry Cooney's rip snortin', lime green Ultra Classic stole the show Tuesday night at sundown in Glencoe's well-behaved back-forty acres from a handful of women bent on getting chest windburn. But this year's real show stopper had to →


Easyriders


Easyriders

be two hundred tour-infested, fuel-injected, fit-to-be-tied furry ones blasting into town from the decimated Spearfish Park on Wednesday, with stereos pumping out 190 watts of *Born To Be Wild*.

"Dresser sales having quadrupled over the last ten years, and a look back on this phenomenon is well in order. In 1995, *Easyriders* recognized that Grady Pfeiffer, Wil Phillips, and Terry Hegmann were onto something. Pfeiffer and friends had taken a stock 1990 FLHTC Ultra, sliced the front forks, and added a narrowed Fat Boy fender with a sixteen-inch Metzeler, and put a White Brothers lowering kit on the rear with short Progressive shocks.

"For style, the Ness mirrors were buried into the modified faring along with the horn. The dash was stretched to the seat for visual continuity of lines, and aluminum side panels (fabricated by Hegmann) were added as well. Xcalibur laid down a Pfeiffer paint scheme that highlights the bike's sleek contours, which were finally rounded off by a Hotop airdam and taillight.

"Veterans of Sturgis 1994 vividly recall Pfeiffer's shaved and chromed beauty as it rolled into town with Arlen, Howard Stubbins (who reworked the stock H-D heads and handled general rebuilding), a well-known editor from Agoura Hills, California, and a host of other Hamsters. Their Carson City to Sturgis run is still being talked about by Highway Patrols and Civic Leagues in five states. In our next special report, the offshore export frenzy of neon-lit dressers. Live from Sturgis, South Dakota, 2004, this is ..."

Hey, Grady, Andy Warhol was wrong. Your 15 minutes of fame has only just begun.

—*Slide*

Owner: Grady Pfeiffer
City: Redondo Beach, California

General
Fabrication: owner/Phillips/Hegmann
Year and make: 1990 H-D
Model: FLHTC Ultra
Chroming: Brico & Highland

Engine
Year: 1990
Model: Evo
Rebuilder: Stubbins
Ignition: Dyna
Displacement: 80 cubic inches
Lower end: stock
Pistons: stock
Cases: H-D
Heads: Stubbins
Cam: Sifton
Carb(s): S&S "E"
Pipes: Rich Products
Modifications: VMO lifters, Darryl Hayes air cleaner, Thunderheader muffler

Transmission
Year: 1990
Modifications: Rivera engine and trans sprocket

Painting
Molding: Xcalibur
Painter: Xcalibur
Color/type: black & many colors/lacquer
Special paint: Darrel Pinney

Frame
Builder: H-D
Type: rubbermount
Modifications: powdercoated, raked and stretched some

Accessories
Bars: H-D
Fender(s): H-D modified
Headlight: H-D
Taillight: Hotop
Speedo: stock
Pegs: Pro-One
Gas tank: modified H-D
Oil tank: H-D
Seat: owner & Warren
Mirrors: Ness
Grips: Ness

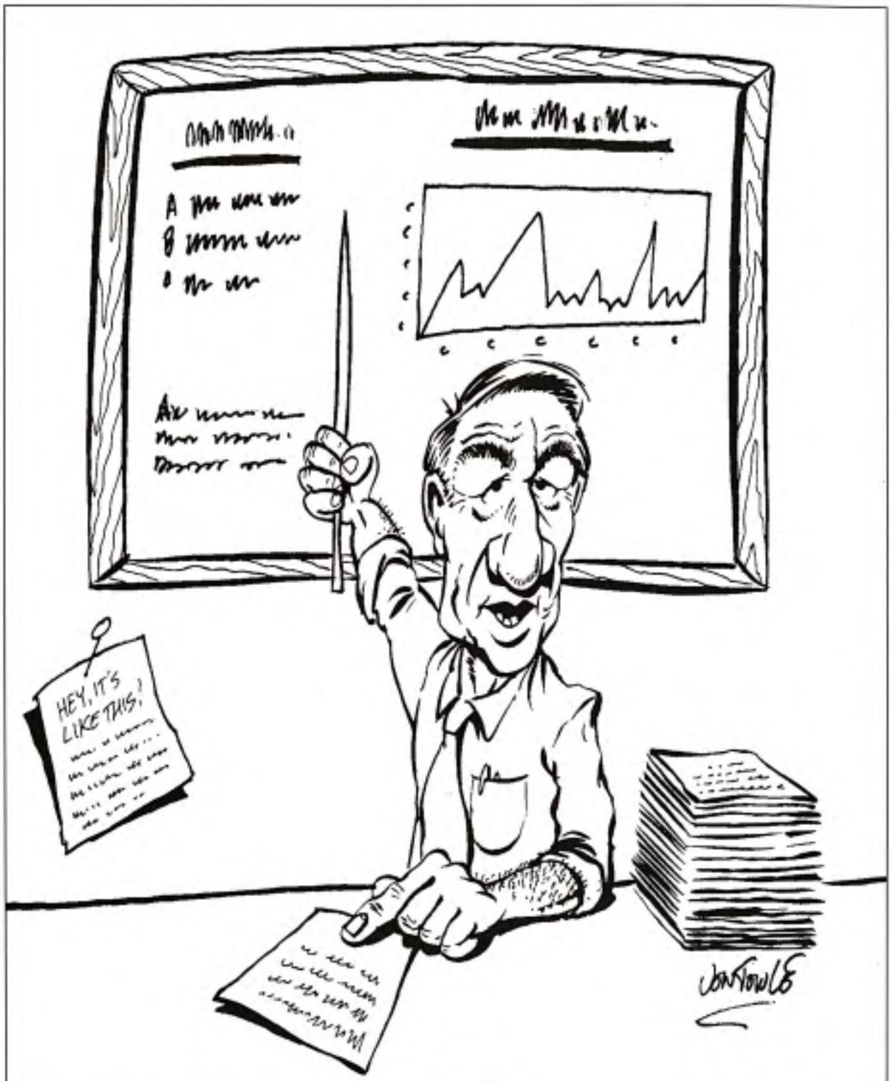
Forks
Type: H-D/Jack
Modifications: shaved, chromed, and lowered

Wheels
Front: 16-inch, Metzeler, GMA
Rear: 16-inch, Metzeler, GMA

Photos: Raiko Hartman

NEW ACCIDENT

RESPONSES TO CLAIMS MADE BY HELMET LAW ADVOCATES



CLAIM:
"Injured motorcyclists do not pay their hospital bills, are usually uninsured, and rely on the public to pay for their injuries."

RESPONSES:
A study conducted at Harborview Medical Center in Seattle, Washington, reported that 63.4 percent of the injured motorcyclists in the trauma center relied on public funds in order to pay their hospital bills. However, according to testimony by David Gitch, the director of Harborview's trauma center, 67 percent of the general patient population also relied on taxpayer dollars to pay their hospital bills in the same time period.

In a more recent study conducted by the University of North Carolina's Highway Safety Research Center, researchers reported that 49.4 percent of injured motorcyclists had their medical costs covered by insurance, while 50.4 percent of other road trauma victims were similarly insured. Motorcyclists are just as likely to be privately insured as any other injured road user.

Spiraling health care costs and the difficulties many Americans have in obtaining adequate health insurance are very real problems. United States Comptroller General Charles Browsher, testifying before the House Ways and Means Committee, noted that if the current trends in health care spending continue, the nation will expend nearly 15 percent of its Gross National Product (GNP) on health care alone by the year 2000. This amount is equivalent to our current defense budget. Additionally, there are an estimated 32 million Americans lacking any form of health insurance whatsoever. However, the problems evident in our nation's health care system are in no way the fault of America's motorcyclists.

CLAIM:
"Many injuries and deaths occur as the result of motorcycle accidents and society must take steps to minimize the costs associated with these accidents."

RESPONSES:
Motorcycles account for only 9/10ths of one percent of all the crashes involving vehicles in the United States, the smallest recorded category. Recent studies indicate that injured motorcyclists constitute the smallest identifiable category of trauma victims, representing between 2.8 percent to 6.4 percent of the injured patient population.

The cost of treating an average motorcycle-related injury is similar to the cost of treating other road trauma victims. One recent study reported that hospital charges for 765 identified motorcyclists were "not significantly different from patients injured in other transportation-related accidents." Additionally, "hospital charges were not different in helmeted and

COST STUDY

THE FACTS SPEAK FOR THEMSELVES: TREATING A MOTORCYCLE INJURY COSTS NO MORE THAN TREATING ANY OTHER ROAD TRAUMA INJURY, AND HELMETS DO NOT SAVE LIVES OR PREVENT ACCIDENTS

unhelmeted patients." Motorcyclists comprise a very small fraction of trauma patient populations and the costs associated with their treatment are similar to other road trauma victims.

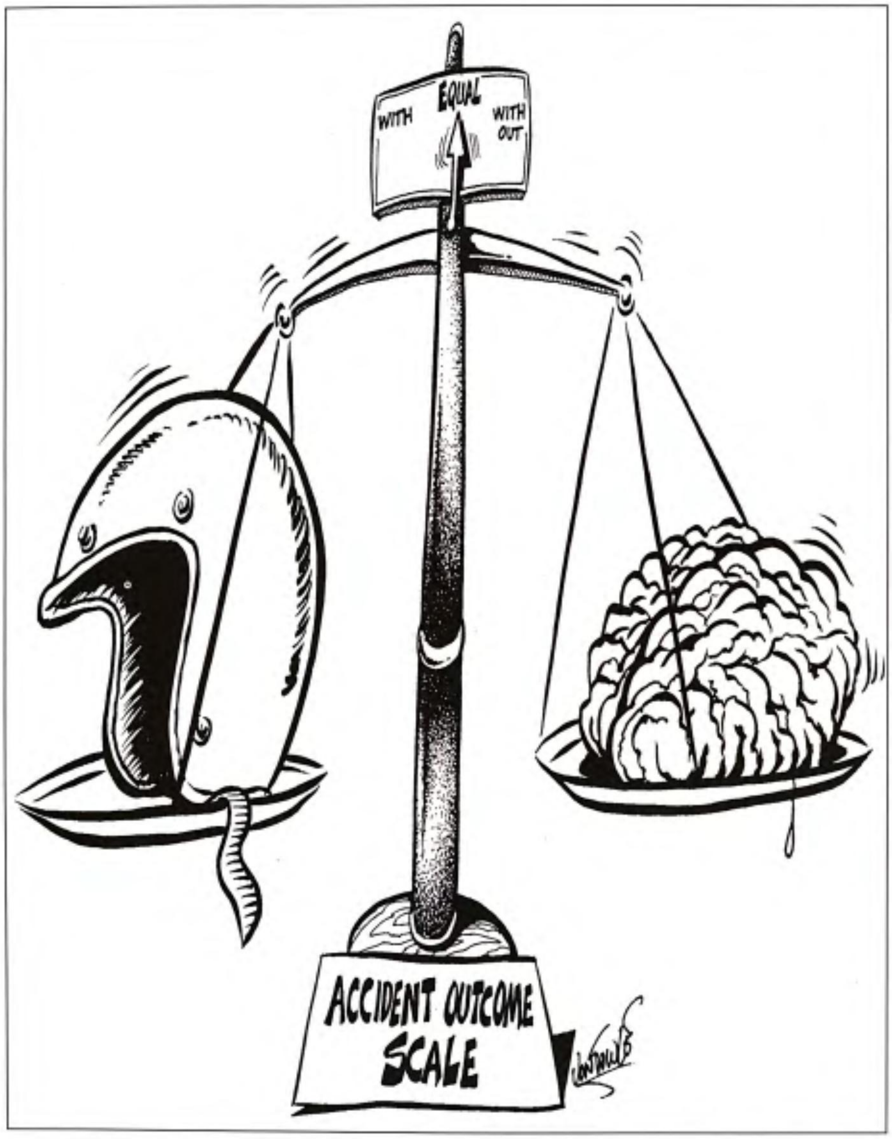
CLAIM:
"Mandatory helmet laws are the most effective way to reduce the injuries and fatalities that result from motorcycle accidents."

RESPONSES:
Helmets *do not* prevent motorcycle accidents. While the American Motorcyclist Association (AMA) strongly encourages motorcyclists to use all the appropriate riding gear, we recognize that motorcycle safety requires a comprehensive approach that many helmet law proponents choose to ignore. Advocates of mandatory helmet laws claim that "laws requiring helmet use by all motorcyclists have been shown by a variety of studies

to reduce motorcycle deaths by about 30 percent." If this claim were true, presumably it would be reflected in drastically lower fatality rates in states that have mandatory helmet laws. However, when the figures for fatalities per 100 accidents are compared between states, there is absolutely no evidence to support the claims of helmet law advocates. In short, given 100 accidents, more of those accident victims would be expected to survive in states with →

mandatory helmet laws. *This is not the case*. In fact, the average figure for fatalities per 100 accidents in states without helmet laws is identical to the national average.

A recent University of North Carolina study examined the relationship between helmet use and injury severity and found that: "Helmet use was not found to be associated with overall injury severity discharge facility (home, rehab, etc.) or insurance status."



RESPONSES TO CLAIMS MADE CONCERNING THE FEDERAL TRANSPORTATION BILL (ISTEA):

Recently passed federal legislation, known as the Intermodal Surface Transportation Efficiency Act of 1991, includes language intended to coerce states into passing mandatory helmet laws. This bill defines both grants and sanctions applicable to states that have or have not passed mandatory helmet and seat belt laws. While the grant language may seem initially attractive, the requirements that must be met in order to obtain a grant are prohibitive and will ultimately cost the state money.

CLAIM:
"If the state passes a mandatory helmet law for adults, the state will receive federal grant money in accordance with the new federal transportation bill."

RESPONSES:
In order to secure a federal grant, the state is required to match a portion of the federal allotment total; 25 percent of the first year's grant would be borne by the state, increasing to 50 percent and 75 percent in the succeeding two years. These grants cannot be used to offset what the state had previously been spending on highway safety programs. Grants will be issued only to states that maintain their previous levels of spending on state and community projects (402 funds).

Federal grants under this provision can only be spent on a very limited number of highway safety programs and *cannot be used to offset any fiscal shortfalls in the state's general fund*.

There is no guarantee that a state would receive any grant money even if an adult helmet law was passed. The state may receive a grant in the first year, but the federal government is not required to issue a grant to states that have both helmet and seat belt laws. Federal requirements dictate that in order for states to receive grants after the first year, they must meet stringent compliance rates for both helmet and seat belt use. Efforts to boost compliance will result in further state expenditures.

CLAIM:
"The state must pass a helmet law; otherwise, a portion of its federal highway construction dollars will be diverted into highway safety programs."

RESPONSES:
In no case will a state lose a single dollar if they choose not to pass a helmet or seat belt law. A portion of their highway construction dollars would be rechanneled into highway safety programs, but all the money allocated to the state would remain within the state.

The sanctions did not take effect until fiscal year 1995, and there are presently two bills in the U.S. Congress, H.R.799 and S.295, which would repeal the sanction provisions in the federal helmet law. State governments do not like their policies arbitrarily set for them by the federal government and there is time available to repeal the federal penalties. These repeal bills will bring the states rights issue to the forefront unlike ISTEA, which conveniently buried the issue (in order to hide the truth) inside a very big and important piece of legislation.

—*Chris Kallfelz, AMA*

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NOSTALGIC TRIUMPH

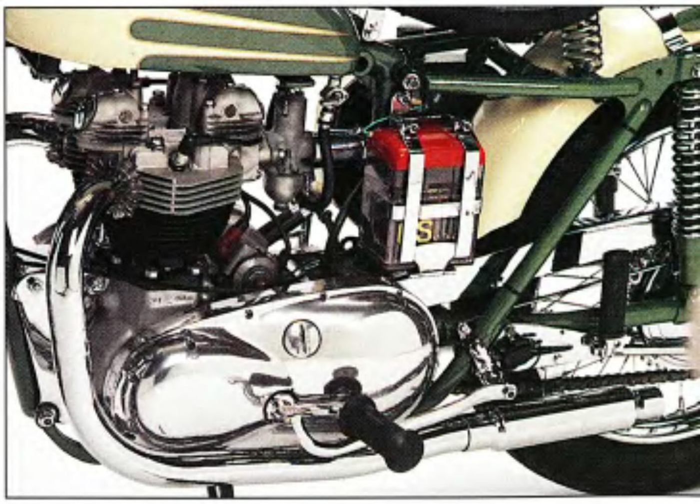
Commemorating The Beginning
Of A Lifetime In Motorcycling

It was a hot, muggy August day in 1960, and I was playing touch football with the other kids on the block. We were a motley crew of teenagers, too young to drive, but tantalized by the freedom and power a license would bring to us. It wouldn't be long.

The sun was softening the tar in the cracks of the pavement as my friend Denny threw me a pass. The play called for a slant pattern to the corner, where the alley met the street. I went after it, my long, gangly legs carrying me as fast as I could pump them. The football wobbled from the fingertips of the carrot-top who lived at the end of the block. It bounced off the roof of a '58 Bel Air, beyond my reach, and into a garage under a Spanish duplex. A middle-aged woman lived there, whom I hadn't paid much attention to. I was intent on watching bras grow, and admiring the lake pipes on the custom car down the street. I did know that she had a son in his 20s who visited her from time to time.

Her garage was rarely open and, now, curiosity drew me inside. It was dim. A single bulb hung from →

"Before me were two machines that would forever be embedded in my mind: a stripped-down Vincent Black Shadow and a '50s-something metallic green Triumph with cream-colored scallops"



the center of the open beam ceiling. The black tarpaper sucked up the light as my eyes adjusted to the darkness. Before me were two machines that would forever become embedded in my mind: a stripped-down Vincent Black Shadow and a '50-something metallic green Triumph with cream-colored scallops. I was stunned into silence until a voice interrupted my thoughts.

"Hey, kid, wanna help me get this beast started?" a big kid asked. It was the son. I recall admiring how he'd rolled the sleeves up on his T-shirt; the left sleeve bulged with a pack of Camels.

"Sure," I said, continuing to stare at the bikes.

He rolled the Vincent into the street. A few of my friends had now joined us and got behind the bike and pushed. The owner jumped on the solo seat and slammed it into gear. It fired like a locomotive and disappeared around the bend. I went back into the garage and carefully studied the classic custom Triumph, dreaming of the freedom that machine offered. I never saw those bikes again.

Then, last year, that early memory resurfaced when I met Frank Callinicos of British Motorworks in North Hollywood, California, (818) 506-4022.

Frank said that if I turned over to him the two Triumphs I owned, he would build me the classic Triumph of my youthful memories. To the best of my bruised and beaten brain cells, I conveyed my vision of that experience to Frank. He did an exemplary job of making a distant memory a first-class reality. Frank outdid himself.

—Wilburn Roach

Owner: ....Wilburn Roach
City: ....North Hollywood, California

General

Fabrication: ....British Motorbikes
Year and make: ....1958 Triumph
Model: T-110
Chroming: ....South Bay Chrome

Engine

Year: 1958
Model: T-110
Rebuilder: ....British Motorbikes
Ignition: ....Lucas racing magneto
Displacement: 650cc
Lower end: ....Don & Frank
Pistons: 9.5:1/0.040
Cases: ....seed blasted
Heads: ....Rowe guides, nine stud
Cam: E3134
Carb(s): ....30mm Amal
Pipes: ....Triumph shorties
Modifications: ....pushrod twin, balanced by British Motorbikes, R lifters

Transmission

Year: 1958
Modifications: ....19-tooth engine sprocket, 58-tooth trans, 47-tooth wheel sprocket

Painting

Molding: ....J&M Auto Works, Van Nuys, CA
Painter: ....J&M Auto Paint, Joe Mantalvo
Color: ....acrylic metallic cream
Special paint: ....cream pearl scallops, pinstriping by Jamie Storms

Frame

Builder: ....Triumph
Type: ....single downtube swingarm
Modifications: ....clean as a whistle '59

Accessories

Bars: ....early Triumph
Fenders: ....stock front, modified rear
Headlight: ....Bates
Taillight: ....donkey dick
Speedo: ....none
Pegs: ....stock Triumph
Gas tank: ....Desert TR5
Oil tank: ....stock
Seat: ....Bates solo
Mirrors: ....none
Grips: ....black Emgos

Forks

Type: ....glide 1969
Modifications: ....late-model 1969 Bonneville, double damped

Wheels

Front: ....19-in., Avon, TLS drum
Rear: ....18-in., Avon, SLS drum

Photos: ....Jerry Davidson

FRONT END STRAIGHTENING

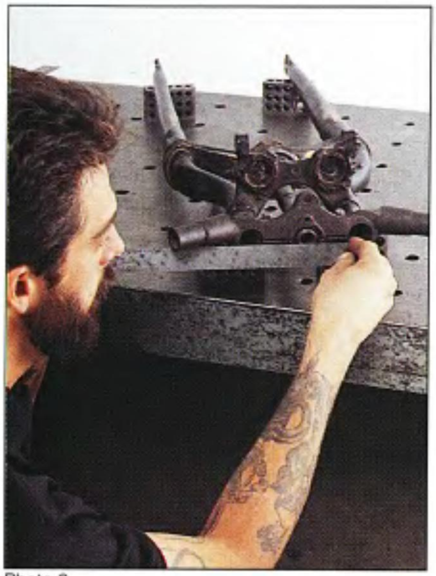
The Knuckle Gets A Rare Springer

I feel like a smoker who has just survived his first month without a butt. The pressure on my financially deflated shoulders seems to have miraculously lifted. I'm beginning to see light at the end of the tunnel, and that light is in the shape of a 1946 Knucklehead. The addiction to the game of bones is subsiding—I think.

In this issue, we're taking an ancient, stock XA war front end and refurbishing it for the long road ahead. The expertise associated with this fine production is none other than Randy Simpson and

Photo 1

Photo 2



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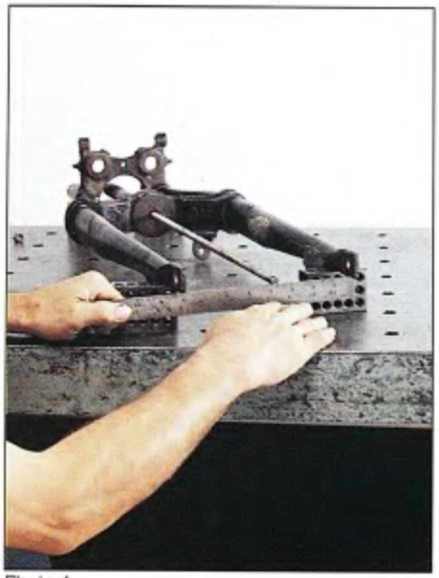

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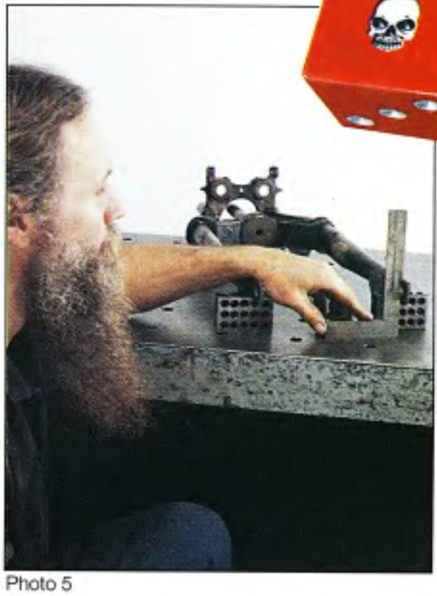

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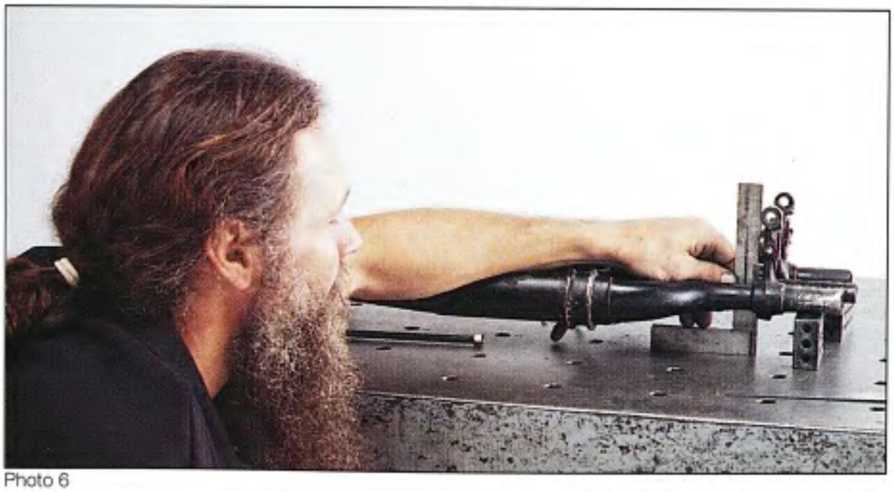

Photo 6

Photo 7

Using a 20-ton press, Randy pressed the bends out of the rear legs

his crew at Milwaukee Iron in Lynchburg, Virginia, (804) 845-7688. Slapping the front end on Randy's factory antique frame table gave the crew an immediate indication of the problems ahead (photo 1).

Using a 20-ton press, Randy pressed the bends out of the rear legs. It's important to position the ram of the press in the center of the bend to prevent creating more waves—also note the use of aluminum blocks to prevent dimples in the tubing (photo 2).

The crew then worked on the most crucial element of any front end—the neck stem. The easiest way to check the stem's alignment is to install the top clamp (photo 3). If it must be forced into place, the stem is out of alignment. In addition, check the threads, clean them, and chase 'em, if necessary. It also isn't a bad idea to have old front ends magna-fluxed for cracks. But sandblasting usually shows any cracks.

Next, the gang checked the axle dimensions (photo 4). This measurement is crucial to centering the wheel in the forks. Randy stuck a rod through the neck stem and measured to each leg to check the center.

Axles are also crucial to safety and handling. The entire lower end of the front end must be tight when assembled to get an accurate reading on axle alignment. If the rocker bushings are loose, accurate alignment is unattainable. This procedure demonstrates whether the Springer axle plates are square or not (photo 5). A massive adjustable wrench is used to tweak them into line with the rear legs clamped to the table.

The crew turned to the spring mounts that must be square for proper handling (photo 6). If the spring landings are tweaked, the pressure on the springs vary the suspension. The guys then checked the front legs, which are subject to easy bending. Straightening was not a problem (photo 7).

Photo 8

Colony motorcycle products makes a solid rebuild kit for rockers (offered through Custom Chrome, Inc. (408) 778-0500). Pressing in new bushings and being careful of alignment solves the problem of loose rockers and high-speed wobbles later on down the road (photo 8).

Finally, the complete chassis is on wheels. The excitement is keeping me away from girls, gambling, and anything else that spells human disaster. Let's see if I can hold back my addiction to rolling dem bones for another month.

—Bandit

Photo 9

Photos: Dave Jones

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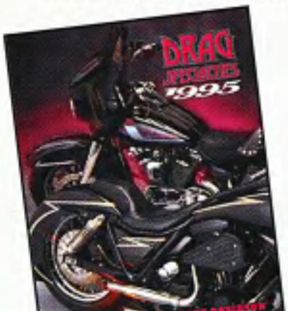

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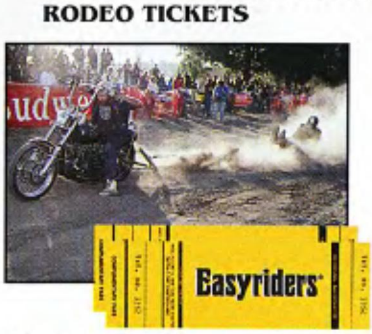

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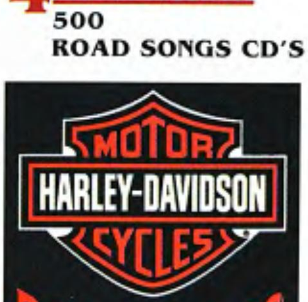

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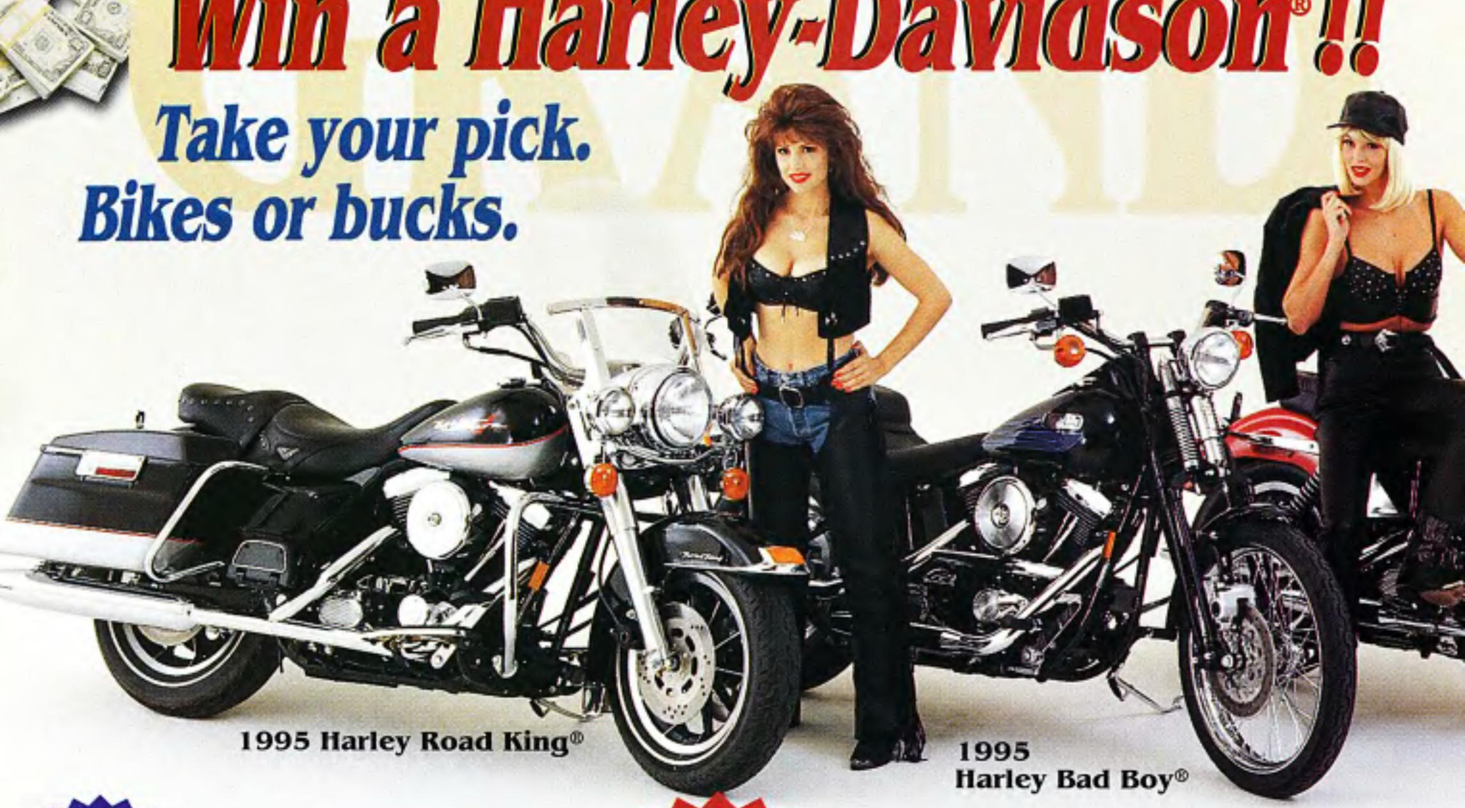

1995 Harley Road King®

1995 Harley Bad Boy®

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Can't believe you'd ever be a winner? NEITHER DID THEY!

Dan Lisenko

Meet just a few of the more than 7,000 past winners in the SUBSCRIBERS $100,000.00 SWEEPSTAKES. You could be a winner too. But you have to enter to win!

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Easyriders

1995 BUYER'S GUIDE

It's a medically proven fact (according to Spider) that cabin fever and bike modification fever are undisputably related. When you finally poke your head outside and notice that the seasons have changed, it'll make you wanna change something on your ride. That's where these pages come in.

This year's Buyer's Guide is bigger, badder, and better than ever. It'll set you up for Daytona, get you primed for Sturgis, and let you turn a head or two at all points in between. By the time you finish pondering the possibilities for your scooter, that tax refund check will be in your hands. And the first symptoms will have already set in.

Feel the urge for billet conversion frenzy? Gotta have that special pair of 2-into-1 pipes that'll say good morning to the neighbors? Need just one more piece of chrome? Well, it's all here—just turn the page.

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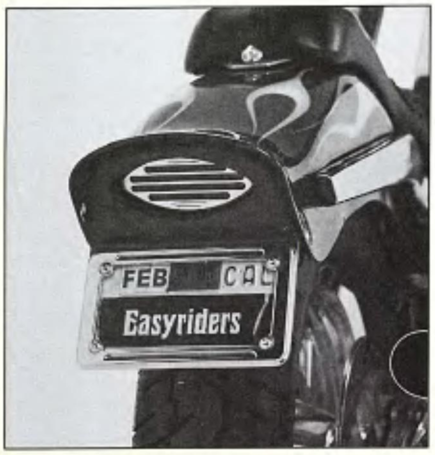
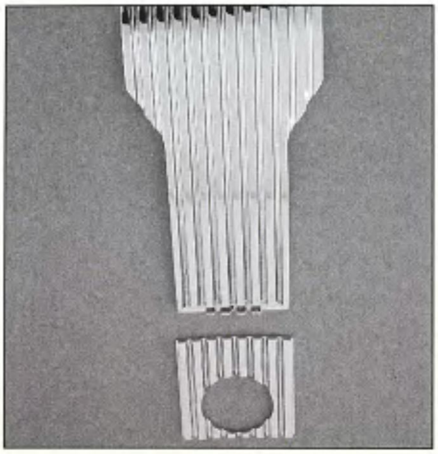


TAILLIGHT CAN
EASYRIDERS OF SAN DIEGO

For those into the full fender look, Mike and Lenny at *Easyriders* San Diego offer this Heritage custom fender kit that features a frenched 1929 Ford-style teardrop taillight for a truly custom look. Each fender kit comes primered and ready to paint for just $299.95.

Check #1 for info.



RAINBOW/DASH LENSES
RIDE 1

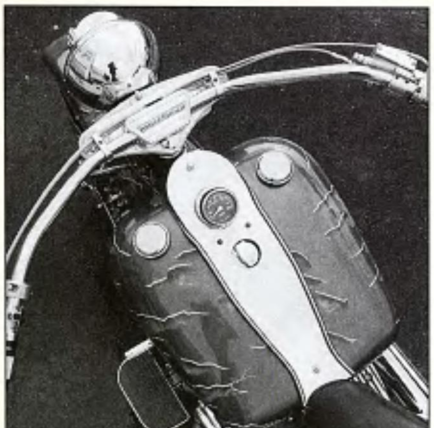
Gene Shacove designed these custom, slotted dash plates for Heritage and Softail gas tanks. He also offers multi-color condition light lenses. You get the lense in a choice of nine colors to match your paint scheme. Oil, high beam and neutral condition status is engraved.

Check #2 for info.

NESS SWITCH HOUSINGS
DRAG SPECIALTIES

Each kit includes three sockethead pinch bolts for a positive clamp on the bars. I know the feeling. The housings fit all '82-'95 H-Ds, except police bikes or models equipped with radios. Replaces OEM #71563A, 71564-82A, 71567-82 and 71568-82A.

Check #3 for info.



"BEACH BARS"
WHITE BROS.

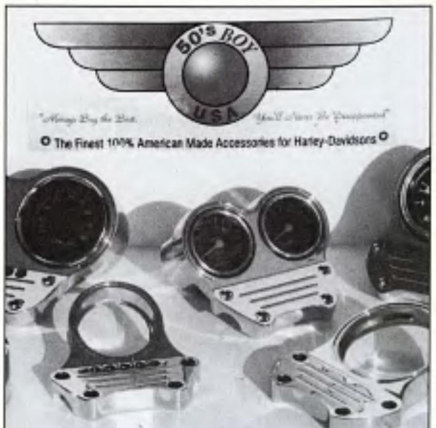
Extra wide and made in the USA. What more do you want? "Beach Bars" measure 38 inches across with a 5-inch rise, 13-inch pull-back, and an 8-inch center width. They're highly polished 1-inch steel, finished with brilliant chrome plating. A must for the wide open road.

Check #4 for info.

TWIN POWER TANKER
NEMPCO

How about a limited 1937 Chevy Twin Power oil tanker bank for saving the money you'll need to build your next scoot? It's a good match for NEMPCO's sedan delivery bank. Comes in red and blue, with chrome wheels and a numbered certificate of authenticity.

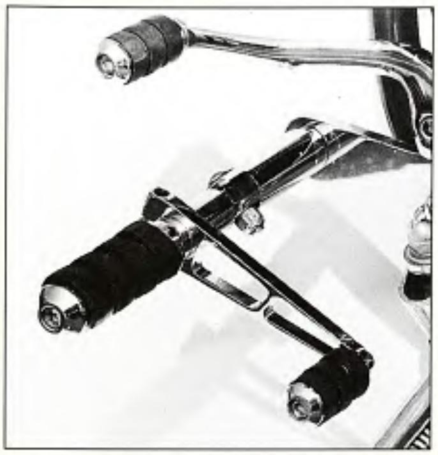
Check #5 for info.



GAUGE MOUNTS
50'S BOY

Each mount is CNC-machined from T-6061 billet. 50's Boy manufactures singles or duals, in 35-degree, 17-degree, or flat, with or without 5 indicator lights. They're also available for Drag "mini" gauges and autometer tachs.

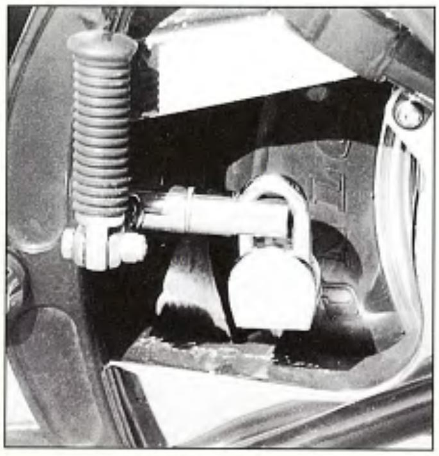
Check #6 for info.



FOOTPEG EXT./ADJ. HEEL REST
50'S BOY

Treat your feet to CNC-machined, 41L42 alloy steel, chrome finish extensions. The 1-inch and 2-inch lengths for ISO pegs and OEM male mounts look even better with chrome heel mounts. You can go with a six hole design or the high-tech slotted look.

Check #7 for info.



LOCK HOLDERS
50'S BOY

This insurance holder mounts directly to your rear footpeg bolt; besides, locks look better on bikes than on belts loops. The rotating design gives easy access to the keyhole. CNC-machined with a chrome finish in two sizes (large 13/16-inch and small 5/8-inch).

Check #8 for info.

SADDLE, TOOL, AND SISSYBAR BAGS
CHROME SPECIALTIES

You know, if something doesn't stain, mildew, or rot and is completely waterproof, it's either a duck or a new hide called Leather Tek. Go with Saddlemen Travelcade's Desperado line of bags and tank chaps and let Mother Nature do her worst.

Check #9 for info.

DR. NEON TURN SIGNAL MIRRORS
CHROME SPECIALTIES

You can't miss these CNC-machined, 6061 billet aluminum chrome, built-in turn signal/mirrors, and neither will the blue hairs. The hex design matches other Dr. Neon bolt-ons. 1965-and-up Harleys with 12-volt systems will never look the same.

Check #10 for info.

AIR DAMS
MILWAUKEE IRON

Don't ya just love it? Not one mention of billet aluminum! These 16-gauge, cold-rolled, made in the USA steel dams come in one version for FXRs and two versions for FXST/FLH/FXE. Get them with or without a grill (20-gauge mirror finish stainless steel).

Check #11 for info.

STOP "H" SERIES ALARMS
CHROME SPECIALTIES

Three models are available, each one designed for installation on all H-Ds. The low-power circuitry is waterproof and vibration and temperature resistant. The kits include kickstand and ignition sensors, starter, kill, warning LED read-out and a siren.

Check #12 for info.

INTERNAL THROTTLE CONTROL KIT
PAT KENNEDY

Clean up that handlebar mess with a weld-on unit that eliminates external throttle cable slop. Or, try the billet grip set that fits the weld-on. This kit reroutes cables inside any 1-inch handlebar set, for use on pull throttle mechanisms.

Check #13 for info.

HIGHWAY CRUISING BAR
KÜRYAKYN

They call it the "Chrome Mustache." We call it an affordable cruise bar for FLSTs without front engine guards. Point that ride toward the desert, stretch those black Tony Lama boots all the way out, and let her rip, pardner!

Check #14 for info.

KING OF THE ROAD HOUSING
RIDE 1

Check out this housing made from 356 aluminum steel, treated to T6 hardness. It bolts-on to stock Fat Boy and Heritage triple clamps in about 45 minutes. Give your ride a classic '60s FL look, with polish or show chrome plating.

Check #15 for info.

SEAT RAIL
KÜRYAKYN

Here's a five-minute classy bolt-on that'll send you back 30-40 years. It fits all '87 and up FLST two-piece seats, and a version is due for the Road King. A guy from Kansas brought this idea to KüryAkyn. They wouldn't tell me who, but he's sittin' well in more ways than one.

Check #16 for info.

HOTOP-DETAILED GRIPS
DRAG SPECIALTIES

These style additions are soft, pliable rubber with ball-end-milled chrome end caps. They fit all 1973 and up models (except air controlled forks) and come with the throttle sleeve installed. Get 'em in pairs, then tell her to hang on.

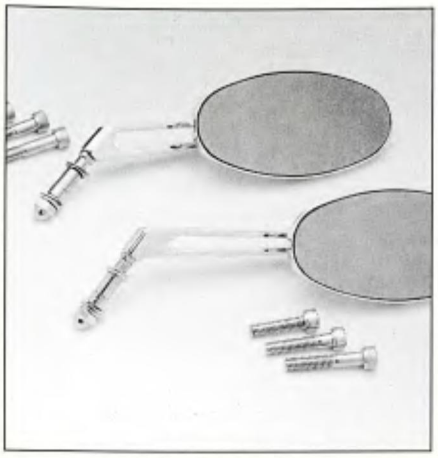
Check #17 for info.

FAIRING MOUNT MIRRORS
DRAG SPECIALTIES

Designed for '86-'94 FLHT and FLHTC models, these paired mirrors were specifically shaped to match your bike's inner fairing area. The show-quality chrome plating and "Blue Sapphire" tinted glass lets you see well and makes you look good at the same time.

Check #18 for info.

ACCESSORIES



STEALTH I & II MIRRORS
DRAG SPECIALTIES

Arlen's Sapphire Blue's look cool *and* reduce glare. Stealth I has a 4 ¾-inch stem for most pullbacks and apehangers. Stealth II sports a 6-inch stem for drag or custom handlebars. Mount them on your 1972-1995 clutch or brake lever housings.

Check #19 for info.

CUSTOM FLAMED SPEEDOMETER
DRAG SPECIALTIES

Fire up that stock 4-inch, tank-mounted speedo (if it's tachless) with some style. The fade-free, high-resolution printing is inked onto a patented synthetic material that withstands exposure to the elements. The blazing design is from Way Cool Industries.

Check #20 for info.

DASHES
MILWAUKEE IRON

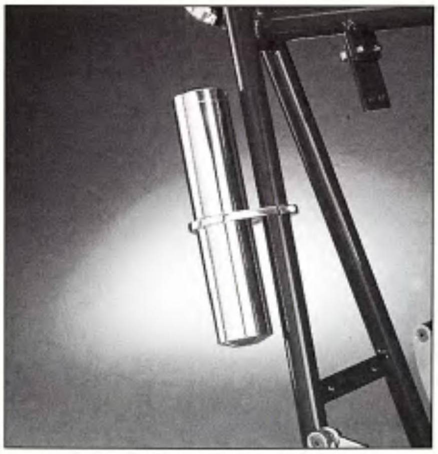
Straight or tapered dashes from the House of Simpson come in seven versions. All are manufactured from 14-gauge, cold-rolled steel, with 16-gauge, laser-cut sides. These slotted and plain combinations oughtta keep your custom plans covered.

Check #21 for info.

UMI BILLET FOOT CONTROLS
WHITE BROTHERS

They put you 1-inch forward from factory controls, with roller and thrust bearing pivots for smooth operation and less slop when you stop. Shift and brake rods are included. This rig is designed for use with late-model master cylinders.

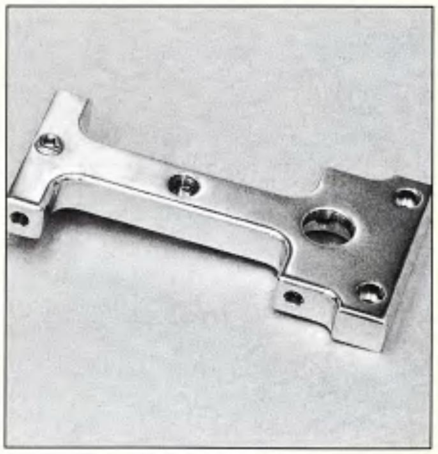
Check #22 for info.



BILLET STASH
PRO-ONE

Pack a 12-inch long, 2½-inch diameter , custom-machined billet stash tube for maps, beef jerky, or whatever else floats your boat. You get a 1-inch or 1⅛-inch mounting clamp, complete with O-ringed sealed caps on both removable ends.

Check #23 for info.



COIL MOUNT
CYCLE FAB

How about a dual coil, ignition, and starter button switch bracket all in one? A polished 6061 aluminum addition that accepts Dyna coils, either single tower or dual tower, FXR or Sportster ignitions. It's easily adapted to all top motor mounts.

Check #24 for info.

ACCESSORIES

AXLE ADJUSTERS FOR DYNA GLIDES
DRAG SPECIALTIES

You won't miss that stock zinc-plated adjuster when you finish installing this chrome-plated aluminum one ... in just three minutes. Belt tension and wheel alignment with a Hotop touch for '91-'95 Dyna Glides, and the mounting hardware is included.

Check #25 for info.

CHROME AXLE NUT COVERS
50'S BOY

These'll add the finishing touch to any bike, maybe even get you those extra show points. Machined from alloy steel with a chrome finish, they fit front (3/4 hex), swingarm (1⅛ hex) and rear (15/16 hex) axles. They're the last touch of chrome to get you home.

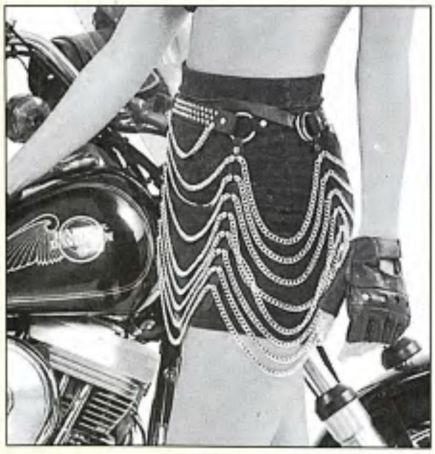
Check #26 for info.

BIKER'S CHOICE SKULL COVERS
NEMPCO

It'll put the fear of God into anyone who thinks your bike is looking for a new owner. These heavy-duty Denier Dacron motorcycle covers with skulls feature an aluminized bottom panel, reinforced grommets, and an elastic cord sewn into the hem for a secure fit.

Check #27 for info.

APPAREL



LEATHER & CHAIN FULL SKIRT
MR. B'S LIFESTLYE

Here's real head-turning item, especially at Daytona or Sturgis, and not for the faint of heart. However, if you're nice to the wearer/ passenger, she might be able to help you beat those pesky apehanger and extended upsweep tickets.

Check #28 for info.

BAD THREADS CLOTHING LINE
BAD BIKES

There's nothing shy about these 100% pre-shrunk cotton short and long sleeve T-shirts and tanks. They come in S, M, L, XL, and XXL. Bad Bikes carries a complete accessory line that you can check out in more detail through their catalog.

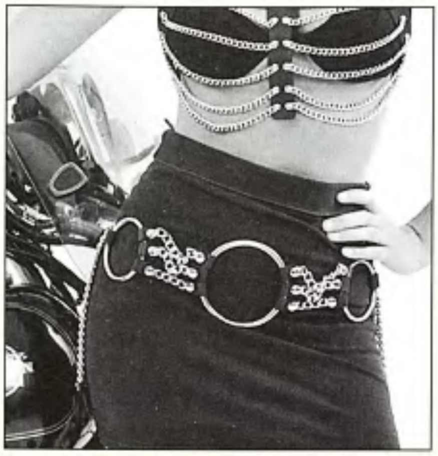
Check #29 for info.

BIKER'S CHOICE HOODED SWEATSHIRT
NEMPCO

Like T-shirts, you can't have enough of 'em. These gray sweatshirts come with two-tone blue flames screaming down the sleeves, and the NEMPCO logo on the pocket. Designed by Eagle, they come in medium, large, and extra large.

Check #30 for info.

APPAREL



TRIPLE RING CHAIN BELT
MR. B'S LIFESTLYE

Here's a stunning addition to the leather and chain full skirt. Yes, stunning. She'll love you for it, maybe even model it for you—over and over and over. Now repeat after me: suspenders and chain belt, suspenders and chain belt ...

Check #31 for info.

SUSPENDERS
MR. B'S LIFESTLYE

Are clamp-ons bolt-ons? The 42-inch or the extra long 48-inch version should cover just about anything body dimension requirement you're likely to encounter. Stretch your imagination (yeah, I'm sorry...) and envision these adorning your favorite riding partner.

Check #32 for info.

PANTIES
MR. B'S LIFESTLYE

One word says it all, don't it? These genuine Harley-Davdison underthangs come in five flavorful styles, which leaves only two more days of the week to decide upon. I have absolutely no comment beyond that, other than, "one size fits all."

Check #33 for info.

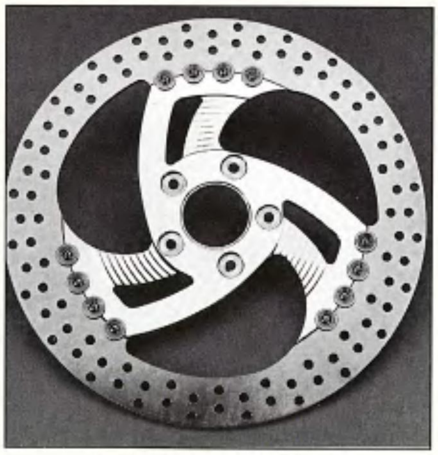
APPAREL

AVIATOR GOGGLES
CHROME SPECIALTIES

The replaceable lenses come in clear, yellow, and smoke-tinted, with 1/2-inch to 1-inch wide adjustable elastic bands. Pressure-filled pads made of anti-allergic rubber wrap around either a polished brass or aluminum frame. Take care of your valuable factory issues.

Check #34 for info.

BRAKES



"IMAGE SERIES" DISCS
PERFORMANCE MACHINE

What else would you run up front? They're available in two types to match your "Image Series" rear sprocket or pulley. Try the 11.5-inch, two-piece billet center carrier with cast iron rotor, or a 13-inch, two-piece silent floating rotor.

Check #35 for info.

ISO-BRAKE PAD FOR HERITAGE
KÜRYAKYN

Stopping a Fat Boy, Heritage, Road King, or dresser on a dime is not easily done. These lightweight, larger-than-stock pads help, and they bolt on in two minutes. The die-cast aluminum, show chrome-plated, neoprene inserts sell by the thousands.

Check #36 for info.

BRAKES

CHEMICALS

REVTECH BRAKE CALIPER KITS
CUSTOM CHROME

These dual-action, four-piston calipers are CNC-machined from 6061 T-6 aluminum. Chrome plating is definitely the "Whoa, Nelly!" icing on the slow down cake. Four 1.250-inch stainless steel pistons are installed and fitted with the latest in brake pad technology.

Check #37 for info.

BRAKE LEVER NUT COVER
DRAG SPECIALTIES

Fit this die-cast chrome cover over the nut and washer of the forward control brake lever on all 1986-1995 FLST, FLSTC, FLSTN, and FLSTF Harleys. No, it's not made out of Terminator 2, Arnold-strength, aircraft-carrier-quality aluminum. You're welcome.

Check #38 for info.

TWIN POWER LUBRICANTS
NEMPCO

Chrome won't get you home, and neither will lubrication negligence. NEMPCO has a complete performance line of engine oil, primary chain lube, Sport, semi-synthetic and full-synthetic trans lube. An ounce of liquid prevention equals about $3,000 worth of cure.

Check #39 for info.

CHEMICALS

ELECTRICAL

THREAD LOCK
RIVERA

Keeping it together is half the battle. These 3-4 fluid-ounce bottles give you twice the grip for half the buck. "Red" thread lock is for high-temperature, high-strength applications, and "Blue" is for frequently removed nuts and bolts.

Check #40 for info.

HIGH INTENSITY IGNITION SYSTEMS
CHROME SPECIALTIES

The Hi-4 Series offers two- or four-plug, Fire Race or Fire Street systems for Evo, Shovel Big Twins, and Sportsters. Various features for electric or kickstart include adjustable advance and rev limit and rear cylinder timing adjustment.

Check #41 for info.

ELECTRONIC DIGITAL SPEEDOMETERS
CHROME SPECIALTIES

1989 FLHS/FLT/FLHT models with stock gas tanks can now step into the digital age. These speedos have 40-year memory and tach light bars housed in a catseye dash panel and base plate. They're so slick you'll think you're cruising the information highway instead.

Check #42 for info.

BIG BOAR BATTERIES
SUMAX CYCLE

Four hundred fifty cranking amps will blow your FX/FL (1973 and later) or XL (1979 and later) electric start battery away. This box of Edison medicine has a Total Seal/Total Safe feature, so it won't leak acid on your paint or chrome.

Check #43 for info.

CRANE HI-4 IGNITIONS AND COILS
WHITE BROTHERS

Here's three new sparks to light your wick with: the 8-1100 dual-fire ignition, the 8-2100 single-fire ignition, and the 8-2200 California-legal, single-fire ignition. Field testing of the 8-2100 boosted two to eight horsepower and increased throttle response.

Check #44 for info.

REGULATOR PLUG RETAINER
HI TECH

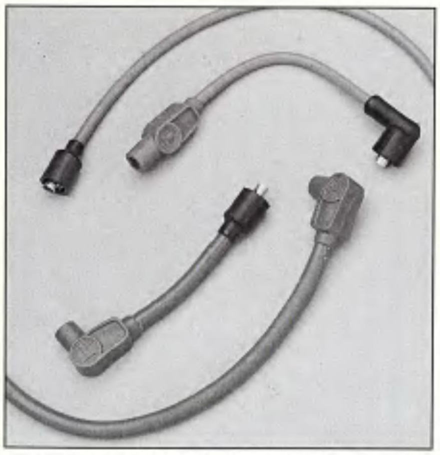
Every little bit counts. Keep that pesky plug from popping out of your left case. It's available for Delcron or standard Harley-Davidson cases, comes polished or chromed, and it can't short out. Available for all model Big Twins.

Check #45 for info.

REVTECH ELECTRONIC IGNITIONS
CUSTOM CHROME

Say goodbye to your point-triggered or electronic ignitions fitted on Sportys and Big Twins since 1970. It only fires one necessary plug at top dead center, saving you gas, plug life, and giving you easier starts and a smoother ride.

Check #46 for info.



PERFORMANCE SPARK PLUG WIRES
CUSTOM CHROME

Your ignition chain is only as strong as its weakest wire link. Pro-8 wire sets are 8mm, available in tinned copper weld or spiro-wound configurations. Racing Pro 10.4-inch wires are made with three layers of silicon, providing efficient electrical transmission.

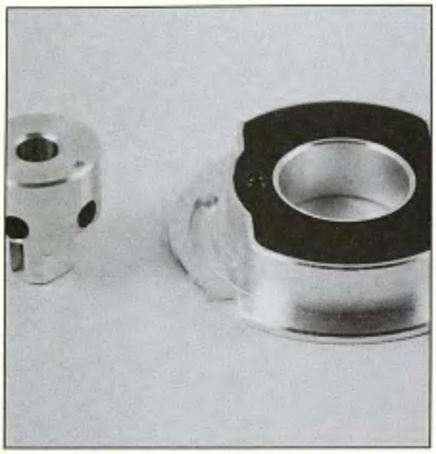
Check #47 for info.

COIL COVER FOR DYNA GLIDE
DRAG SPECIALTIES

If you wanna dress up your Dyna, why not replace that boring stock coil cover with a classy chrome-plated, die-cast, horizontal design aluminum lid? Mounting hardware and instructions are included, and it fits all 1991-1994 Dyna Glide models.

Check #48 for info.

ELECTRICAL



TWIN POWER IGNITION
NEMPCO

Just follow the instructions and this unique electronic ignition system fires single or double. It features an LED timing light, fits 1971 and later Sportsters, and 1970 and later Big Twins with Twin Power advance assembly.

Check #49 for info.

TWIN POWER ADVANCE ASSEMBLY
NEMPCO

Clever how they follow one another, eh? It's a precision machine, heat-treated base with heat-treated metal weights. It's designed to run with the Twin Power Ignition, so line 'em up and let 'er rip!

Check #50 for info.

TWIN POWER DISTRIBUTOR
NEMPCO

This unique electronic ignition system may be used as single- or dual-fire by following the simple instructions included. It's fitted in a satin-finished bullet housing and includes a chrome top cover. Made in the USA.

Check #51 for info.

COMPETITION ADVANCE UNIT KIT
RIVERA ENGINEERING

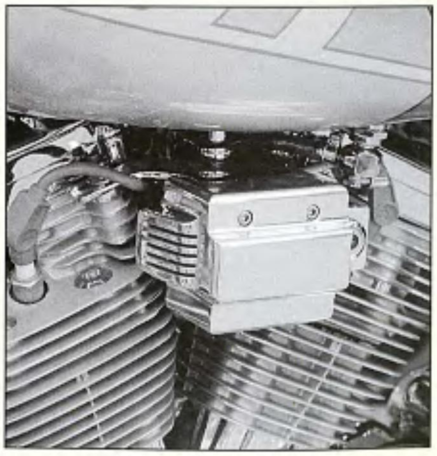
Older model Harleys require a mechanical advance timing unit for points-style ignitions—so do some newer pickups and triggering devices. CAU1 advance weights are coated with low friction polymers and have phosphate-coated spring wire.

Check #52 for info.

CHROME TACHOMETER KIT
CHROME SPECIALTIES

It'll give you 8,000 reasons not to run a speedo. This chrome 8k rpm tach fits Harley-Davidson models with 12-volt systems and two-piece risers. Your FXWG or FXST will look mighty lean with yet another Chrome Specialties touch.

Check #53 for info.



FXR COIL COVER
BAD BIKES

Another Bad Bikes exclusive, these American-made billet aluminum covers were designed to incorporate the stock coil, engine mount bracket and ignition switch. It's shipped with all hardware, ready for installation. Make sure you specify the year.

Check #54 for info.

ENGINE ACCESSORIES

WIRE HARNESS & SWITCH KIT
CHROME SPECIALTIES

Make the last step in modifying your electrical system count. These kits fit Big Twins (1972) and Sportys (1973 on up). Run chrome or classic black switches and 42-inch wires with standard or tall handlebars with risers.

Check #55 for info.

AIR CLEANER COVER
SUMAX CYCLE

Time to get creative and stop looking like everybody else. The composite fiberglass of the "Streetsweeper" is ready for scuffing, primer and a one-of-a-kind paint job. It'll fit over your S&S air cleaner and turn a few heads as well.

Check #56 for info.

VULCAN BILLET CAM COVER
NEMPCO

This billet aluminum kidney cover is available in a satin finish or chrome-plated to complete your billet modifying frenzy. According to NEMPCO, it's the nicest generator cover available. 'Course, I've never met an unfriendly one, so I wouldn't know ...

Check #57 for info.

UMI BILLET ENGINE COVERS
WHITE BROTHERS

Here are four aluminum billet options for dressing up the heart of your ride: the nostalgic Radius, the clean Bevel, the plain or painted Streak, and the Sweep. These machined and polished add-ons are a real fine place to start your billet build-up.

Check #58 for info.

HYPERCHARGER AIR CLEANERS
KÜRYAKYN

The totally automatic vacuum pod opens the butterfly as the motor needs more air. It'll handle up to 160 cubes, fits 1966-1993 Harleys, and works with most carbs. The candy red, black, turquoise, or candy blue powdercoat looks awesome.

Check #59 for info.

OIL SENDER SWITCH COVER
KURYAKYN

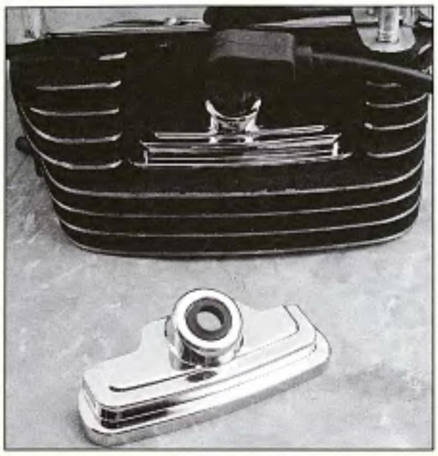
Add this to KüryAkyn's die-cast Oil Sender Cover and call it the finishing touch. These guys keep coming up with signature-looking accessories, determined to make me spend my last dollar on a bolt-on. They are absolutely right; I will.

Check #60 for info.

SPARK PLUG/HEAD BOLT COVERS
KÜRYAKYN

Imitation is either the sincerest form of flattery or the cheapest form of creativity. These are the original Scorpions, designed for XL, Big Twin, and Evo motors. Get 'em in chrome, powdercoat red, black, candy blue, and nugget yellow.

Check #61 for info.



HEAD BOLT/SPARK PLUG COVERS
DRAG SPECIALTIES

Tired of buying individual parts? These headbolt/spark plug covers are the ticket. The die-cast aluminum covers fit the entire headbolt area and the spark plug base. Chrome finish and beautiful detail accent the head's finned area. Fits '86-'94 80-inchers.

Check #62 for info.

PAN-STYLE ROCKER BOX COVERS
CUSTOM CHROME

Evo Big Twins from 1984-up can rock with some character from yesteryear. These die-cast, chrome-plated covers require *no* head disassembly, and they install right over the stock rocker covers. Kind of like dressing a double bagger date, sorta.

Check #63 for info.

CHOKE COVER FOR S&S CARBS
DRAG SPECIALTIES

You can match other Drag/Hotop products with this die-cast, chrome-plated choke lever cover for S&S "E" and "G" series carbs. Installation wrenches and two set-screws come with the kit. Another fine product from the Land O' Lakes.

Check #64 for info.

DRAG/WESTBROOK BASE COVER
DRAG SPECIALTIES

Turn the raw casting of your crankcase and the cylinder base area to chrome with this custom base addition. The decorative investment cast cover fits 1984 and up Big Twins. It's held in place by a chrome socket head crankcase bolt.

Check #65 for info.

REVTECH FORGED PISTONS
CUSTOM CHROME

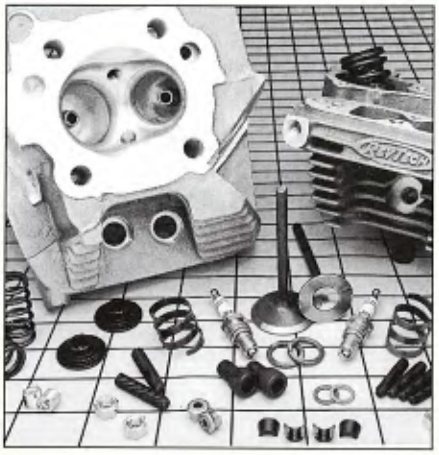
12:1 compression ratios leave your stock riding buddies in the dust every time. Start with standard 3½-inch bore or run with the .005-inch, .010-inch, .020-inch or .030-inch big dogs. Arias Industries forges these grade 8, AL8A aluminum pistons for Custom Chrome.

Check #66 for info.

MOTOR FACTORY BILLET CAM COVER
CHROME SPECIALTIES

Dress your generator Big Twins (1936-1969) with a CNC-machined, billet cam cover. Go with either a polished aluminum or a high-luster chrome finish. It's ideal for big-inch motors or stock replacements. Cover bushing included, but not installed.

Check #67 for info.



REVTECH CYLINDER HEADS
CUSTOM CHROME

These high-compression or big bore heads (for Evo Big Twins) are set up for 12mm dual plugs. High nickel content valve seats are compatible with all fuel types, and the three-piece valve springs work with cams up to .600-inch lift.

Check #68 for info.

ADJUSTABLE PUSHRODS FOR EVOS
CUSTOM CHROME

They're on RevTech's FXR that delivers 92 horsepower at the rear wheel. Reckon they could lend you a performance hand? Made from 7/16-inch O.D. aluminum tubing, these lightweight/heavy-duty adjustable pushrods fit Evo Big Twins from 1984 to present.

Check #69 for info.

TWIN POWER CLUTCHES
NEMPCO

These American-made clutches feature a special lining, with unique high friction and heat-resistant properties. You can run 'em on your Sporty or your Big Twin, and you can run 'em hard. Twin power steel plates are also available.

Check #70 for info.

REVTECH CAMS FOR EVOLUTION
CUSTOM CHROME

These fixed-gear cams feature a dual pattern exhaust and intake lobe design that lets you tailor each lobe to the specific needs of intake and exhaust tracks. Got it? There are five models and a highway full of horsepower possibilities to choose from.

Check #71 for info.

ALUMINUM CYLINDER HEADS
CHROME SPECIALTIES

With the right combination of intake manifolds, aftermarket cams, carbs, and pipes, these Edelbrock Evo Big Twin additions yield a 35% increase at peak torque and 92% gain at peak horsepower. Performer comes with complete front and rear heads.

Check #72 for info.

ENGINE PERFORMANCE

QWIKSILVER II CARBURETORS
CHROME SPECIALTIES

The single circuit metering and single needle/jet design allows increased air flow throughout the rpm range and atomizes fuel more efficiently. Thirty needle-adjustment positions eliminate the need for jetting from 0-10,000 feet. Choose from 36, 38, and 42 mm.

Check #73 for info.

S&S SUPERSTOCK HEADS
CHROME SPECIALTIES

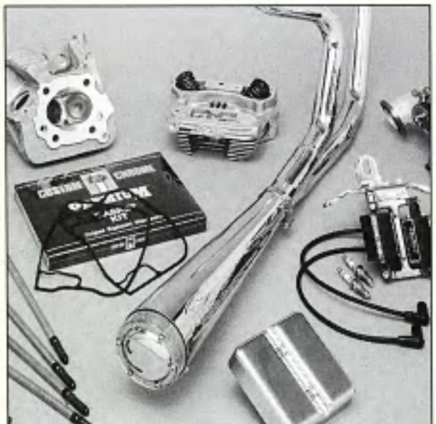
A special intake port features a directional vane that minimizes undesirable turbulence at the port's tightest bend. Matching forged pistons are included, available with a 3½-inch bore. The performance valve train accepts cams with up to .710-inch lift.

Check #74 for info.

ELIMINATOR II SU CARB
RIVERA ENGINEERING

The new intake manifold design with flanges and O-rings produces no air-leak and maximum flow, eliminating OEM compliance fittings. Extra jets and a comprehensive tuning manual are included. Kits come with "breather" or chrome SU logo air cleaner.

Check #75 for info.



REVTECH HIGH-PERFORMANCE
CUSTOM CHROME

These kits make most FXR ('84-'92) and FXST/FXSTG/FXSTS ('86-'92) models cocked, locked, and ready to rock. Four-plug high-compression heads, adjustable pushrods, 40 cam, Accelerator 2 carb, SuperTrapp 2-into-1 exhaust, ignition, and coils included.

Check #76 for info.

VELVA TOUCH LIFTERS
RIVERA ENGINEERING

The performance of solid lifters and the convenience of hydraulics. No more improper bleeding under high rpm stress or need for regular adjustments. Cast iron lifter blocks give constant expansion rate, improving tappet clearances.

Check #77 for info.

V-THUNDER CAMSHAFTS
RIVERA ENGINEERING

Competition's 20 Evo and Shovel camshaft combinations ought to offer you something to consider during your next rebuild. With eight for Evos ('84-up) and 12 for Shovels ('70-'84), the urge to pull that head oughtta be filling your own right about now.

Check #78 for info.

ENGINE PERFORMANCE

PUSHROD & LIFTER KIT
RIVERA ENGINEERING

Convert your Shovel hydraulic lifters and heavy pushrods to solid lifters with a conversion kit that'll refresh your aching valve train. Taper-Lite push rods, lifter conversion caps, O-rings and lifter body plugs are included.

Check #79 for info.

JAGG OIL COOLER
RIVERA ENGINEERING

V-twins are both air- and oil-cooled, something to remember in 90-degree stand-still traffic. Flowing oil tranfers heat, and this oil cooler helps it do the job with three times the standard cooling area and no oil-flow restriction.

Check #81 for info.

TAPER-LITE PUSHRODS
RIVERA ENGINEERING

High-revving V-twin valve train components need to be lightweight and heavyweight. Here you get both. Taper-Lite pushrods are shortened to allow installation without removal of heads or lifter-blocks. For use with Evo Big Twins and Sportsters and '66-'84 Shovel solids.

Check #80 for info.

ADJUSTABLE BREATHER VALVES
CUSTOM CHROME

RevTech's adjustable breather valves for Big Twins ('48-early '91) allow breather timing to be precisely matched to motor displacement. Increasing stroke of cylinder bore changes total crankcase volume and creates lower end pressure.

Check #82 for info.

REVTECH ACCELERATOR 2 CARB
CUSTOM CHROME

The accelerator pump injects directly into the center of the interchangeable venturi. This carb was designed for Evo Big Twins from '84-'92 (except for models with cruise control), and 1986-up Sportsters. It will make you go *very* fast.

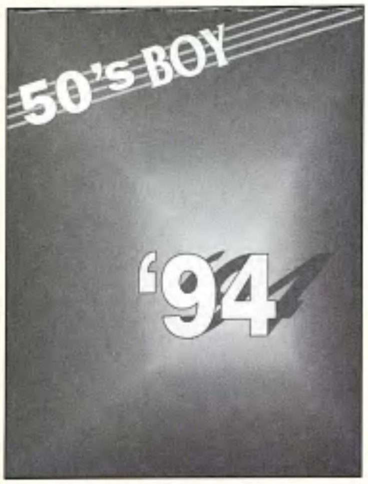
Check #83 for info.

BILLET ALUMINUM AXLE SUPPORT
RIVERA ENGINEERING

Keith Ruxton conjured up this hot rod necessity. When you up the horses, that extra power kicks into the rear axle. This aluminum billet support makes sure the transfer is smooth. Fits all Harley 5-bolt patterns (wire spokes or cast.)

Check #84 for info.

CATALOGS

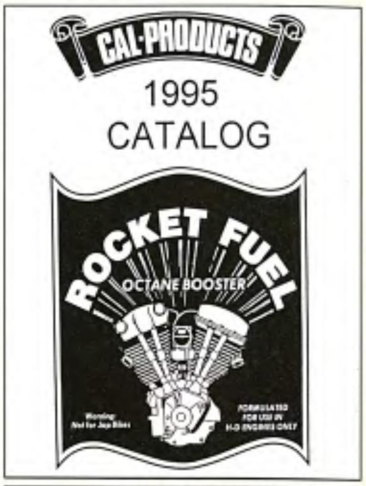


50'S BOY #200

Custom Parts And Accessories

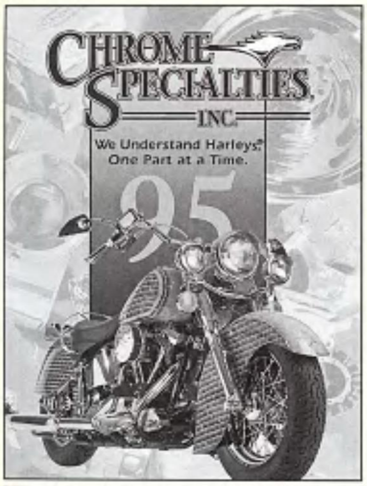
BAD BIKES #201

Custom Parts And Apparel



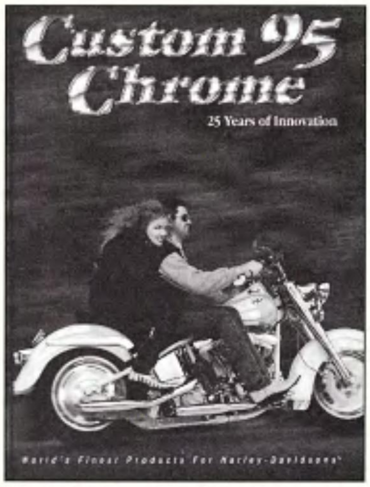
CAL PRODUCTS #202

Shop And Mechanics Accessories



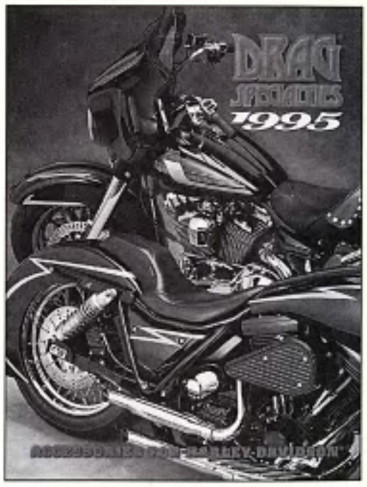
CHROME SPECIALTIES #204

Major Parts And Accessories Distributor



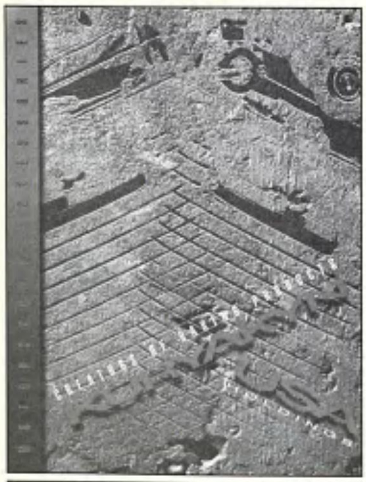
CUSTOM CHROME INC. #204

Major Parts And Accessories Distributor



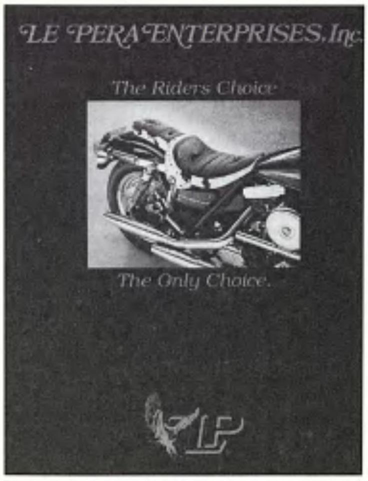
DRAG SPECIALTIES #205

Distributors Of Everything For Harleys



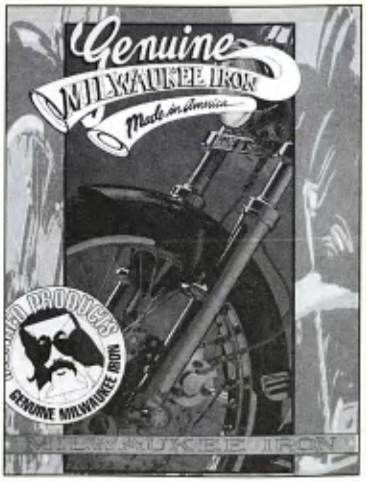
KÜRYAKYN USA #206

Major Parts And Accessories Distributor



LE PERA SEATS #207

Contoured And Styled Custom Seats



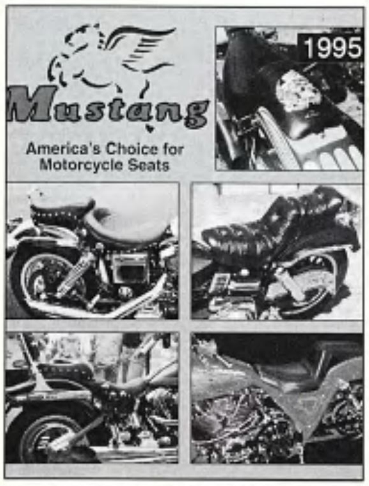
MILWAUKEE IRON #208

Distributors Of Everything Harley

CATALOGS

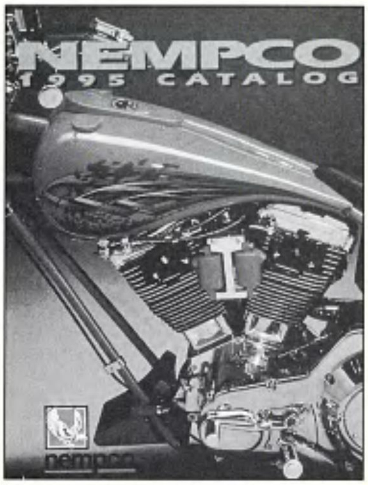
MR. B'S LIFESTYLE #209

Clothing For The Wild At Heart



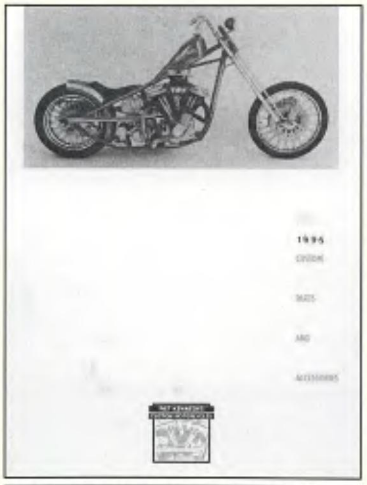
MUSTANG #210

American-Made Motorcycle Seats



NEMPCO #211

Major Distributor Of Custom Parts

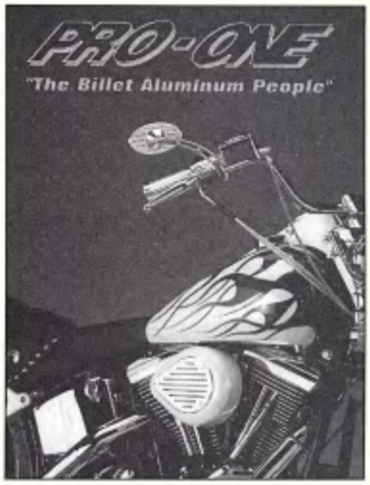


PAT KENNEDY'S CUSTOM #212

Exotic Custom Frames And Components

PERFORMANCE MACHINE #213

Billet Aluminum Brakes And Wheels

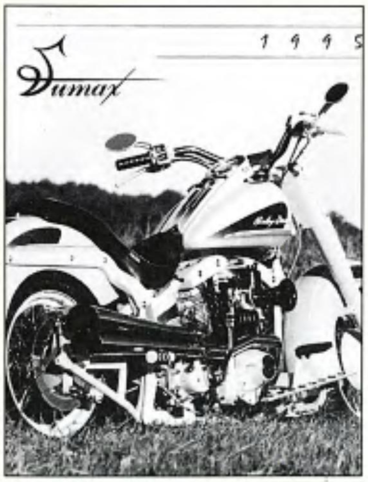


PRO-ONE #214

Billet Custom Accessories

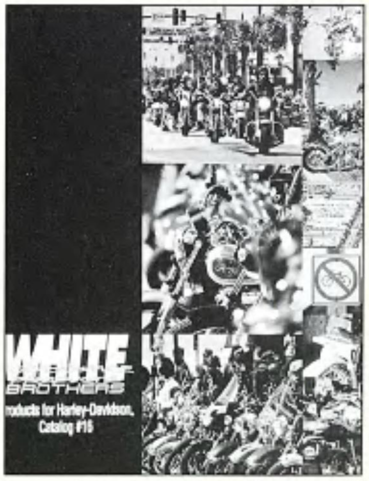
RIVERA ENGINEERING #215

High-Performance Components



SUMAX CYCLE #216

Powdercoating And Frame Building Pros



WHITE BROS. #217

Distributors Of Street Products

DRAG/HOTOP 2-INCH DRAG PIPES
DRAG SPECIALTIES

The man definitely knows something about deceptive design. Hotop's over/unders have a down-facing angle cut when installed. The 2-inch over/under in-line drags take it one step further. They fit all '84-'95 Softails, '85 FXE, FXSB and '85-'86 FXWG models.

Check #85 for info.

FLAME-THROWER DRAG PIPES
DRAG SPECIALTIES

Remember The Crazy World of Arthur Brown and his hit "Fire"? He'd have run these Hotop 1¾-inch drag pipes that come in parallel and diagonal cut. They fit many '84-'94 FXST, FLST, FXE, FXSB, FXWG, FXLR, FXRT and FXRS models.

Check #86 for info.

PYTHON II EXHAUST SYSTEMS
DRAG SPECIALTIES

Anti-reversionary cone and expanded header pipe supress disruptive low rpm reversion waves, while the HP-Plus baffle lets it rip for high-performance occasions. Polished 1¾-inch header pipes and 2½-inch muffler come in duplex nickel-chrome finish.

Check #87 for info.

VANCE & HINES SOFTAIL EXHAUST
DRAG SPECIALTIES

Full-coverage 220-wrap heat shields are plasma-arc cut from custom tubing, not mold-stamped, for a maximum 180 wrap. Demonstrated horsepower gains up to 15% and improved fuel economy will make your '84-'94 Softail run better and faster in '95.

Check #88 for info.

"PORKER PIPE" BAFFLES
WHITE BROTHERS

The Louvered Core Baffles provide three diameter choices for tone. Fourteen horsepower rear wheel gain comes with slapping on the new perforated 1¾-inch baffle. smooth baffles are your ticket if you need back pressure and a finish line howl.

Check #89 for info.

EXHAUST "TORK" VALVES
WHITE BROTHERS

At low engine speed, these 304 stainless rascals provide back pressure to increase low rpm power and torque. They install into the exhaust at the header to cylinder connection, and fit all OEM and most aftermarket pipes on Evo Big Twins and Sportsters.

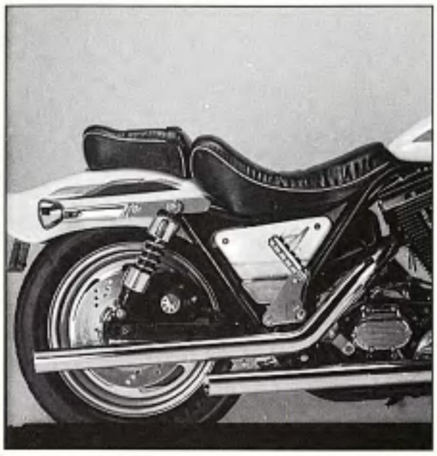
Check #90 for info.

EXHAUST

"PORKER SLIP-ONS"
WHITE BROTHERS

This replacement exhaust fits all '85-'94 FLTs and FLHTs. Comes in *loud* (2 ¼-inch diameter, baffles optional) and tuneable (3-inch diameter with silencing or performance baffles). Imagine 200,000 of these in Daytona, revving an inspirational "Star Spangled Banner" before the races.

Check #91 for info.



"PORKER PIPES" LONG LOW
WHITE BROTHERS

Long Lows offer a classic look to any Hog. They're manufactured from heavy-gauge steel, with laser cut mounting plates and a chrome finish polished to Pork specs. A range of baffles and heatshields lets you customize the last word on your wild, woolly beast.

Check #92 for info.

"PORKER PIPES" CLASSIC LOWS
WHITE BROTHERS

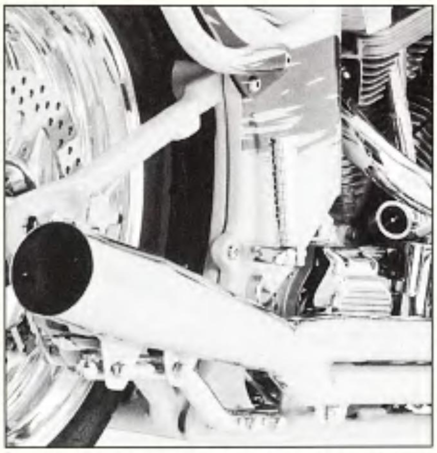
With four different styles available, plus a power increase of 14hp-over-stock exhaust, what's not to like? Slap 'em on, fire 'em up, and let the boulevard know you're packing heavy-gauge U.S. steel. And by God, they *will* hear you.

Check #93 for info.

"PORKER PIPES" SHOTGUN HI-LO
WHITE BROTHERS

16 gauge ASTM 5S13 carbon steel, Shotgun Hi-Lo's run lighter and sound different than standard 18 gauge. Six different baffle options for tuing the 2 1/4" pipes are agaive. No OEM mounting hardware needed, and they fit Softail, FXR, Dyna dn Sprotsters.

Check #94 for info.



"LOW BRO" 2 INTO 1 EXHAUST
WHITE BROTHERS

Something new for '95 from the House of Pork. This hot rod 2 into 1 header design uses a dyno developed and tested collector, mated to a long megaphone silencer. 2 into 1 mating always gets my attention and vote.

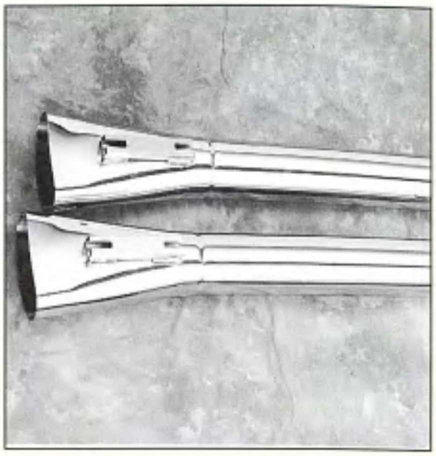
Check #95 for info.

GATLIN GUN EXHAUST PIPE
BAD BIKES

Sign me up for the ultimate bolt-on. This subtle addition to your rolling ensemble of chrome and steel fits all 1 5/8" header pipes. It comes with all brackets and mounting hardware and is guaranteed to stop tailgaters in their tracks.

Check #96 for info.

EXHAUST



ARII HI-FLOW SHOTGUN EXHAUST
CHROME SPECIALTIES

This set of high-performance exhaust pipes feature a patented anti-reversionary cone incorporated into the port flange. A concealed mounting system for FLSTF and FLSTN ('90-'94) models keeps these upsweeps looking clean.

Check #97 for info.

1¾-INCH STAGGERED DUAL EXHAUST
CUSTOM CHROME

RevTech's Staggered Duals outflowed Original Equipment staggered duals by 87%, with continuous horsepower gains from 3,500 rpm through 6,000 rpm. They fit most Shovels and Evos, including Sportsters, FX, FXR, Fat Boy, Dyna, Softail, and FLSTN models.

Check #98 for info.

OVAL MUFFLERS
DRAG SPECIALTIES

Why look or sound like the rest? The one-piece bolt-on mufflers are straight off D.S.'s custom FLHT. They stretch 26 ¼ inches long from mounting flange to end of muffler, with an oval dimensions of 2 1/2 inches x 5 inches. Fits late '85-'94 FLT, FLHT, FLHR and FLHS models.

Check #99 for info.

FRAMES/FENDERS

"LOW-SPORT" REAR LOWERING KIT
WHITE BROTHERS.

It's featured on White Bros.' "Porkster," an XL that recently graced these pages. Moving the shock lower mount back and down drops the rear 1 inch. It uses stock or most aftermarket shocks, installs in under 30 minutes, requiring no permanent modifications or welding.

Check #100 for info.

FENDERS
MILWAUKEE IRON

Consider 18 different designs, laser cut from 16-gauge cold-rolled steel and precision stitch TAG-welded. They're based on 3-inch, 5-inch, 6-inch, 7-inch, 7¾-inch and 8-inch universal flat type fenders and stock bolt-ons fronts for FXR, XL, and FXWG models.

Check #101 for info.

"STREETSWEEPER" FENDERS
SUMAX

High-tech resins and woven fabric keep the fenders straighter than a cloistered nun. The composite fiberglass materials are at least 10 times stronger than standard fiberglass. Available for front (wide glide) and rear (7¼-inch and fat 8¼-inch widths.)

Check #102 for info.

SOFTAIL "PAN CRUISE" SHOCK
WHITE BROTHERS

They're bottom-proof, designed for two riders and heavily loaded iron. "Pan Cruise" shocks don't need spacers and they fit all models of Softails. Greater comfort plus outstanding high-speed control make that run to Sturgis look mighty appealing.

Check #103 for info.

SOFTAIL UPPER SWINGARM COVERS
KÜRYAKYN

You can't make a silk purse out of a sow's ear, but you can improve your swingarms. Cover and blend that last area where the swingarm tubes are welded to flat, rough forging. By the time you're done, you'll be shouting SOOUUUU-EEE!

Check #104 for info.

PRO FAT CHASSIS
PRO-ONE

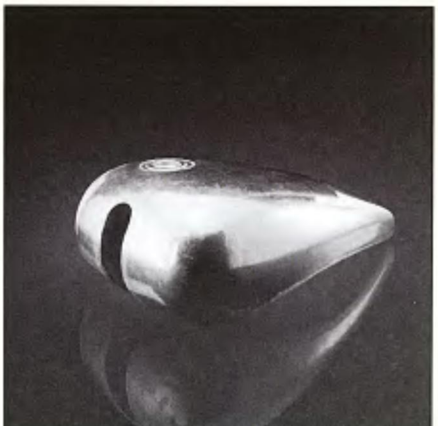
If you have a 7-inch tire just lying around and want to drop it into a belt drive accommodating frame, check this out. Available in stock or stretched versions (2 inches, 3 inches and 5 inches), and swingarm is included. So, what kinda rocket are you gonna build?

Check #105 for info.

ALUMINUM SOFTAIL TANKS
PRO-ONE

Welcome to the high-dollar world of improved gas mileage. The lightweight, 3-gallon, hand-formed aluminum tank replaces stock Fat Bob split tanks. It accepts a 3/8-inch NPT petcock, does not include a cap, and installs on stock mounts.

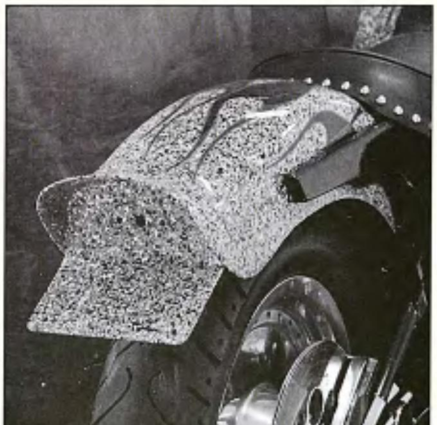
Check #106 for info.



STRETCHED ALUMINUM TANKS
PRO-ONE

Serious builders will appreciate the elegance of a tank available with 2- and 5-inch stretch. It's got specs identical to the Softail tank, except it won't fit stock mounts. You'll have to build your own, or buy the optional universal factory kit.

Check #107 for info



LOWERED BOBTAIL FENDER
BAD BIKES

Lower your bike 1½ inches with fenders that come with a molded license plate bracket and are primed and ready to paint. The bolt-on shotgun fender struts are also sold separately. All parts are on an exchange basis only.

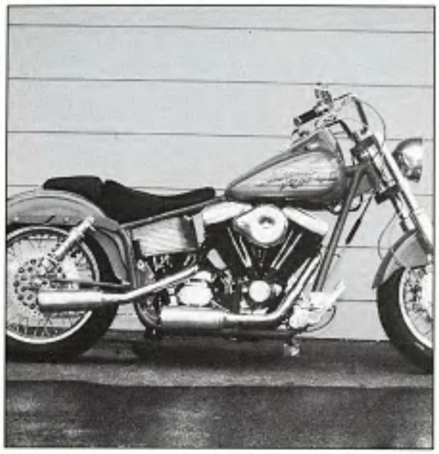
Check #108 for info.

FRAMES/FENDERS

UNIVERSAL SOFTAIL FRAME
SUMAX

Create your own Evo, Shovel, or Panhead scooter with a four- or five-speed transmission in this one-third-lighter-than-stock frame. It's based on the stock 1986-and-up versions, so it'll run either a chain or belt drive.

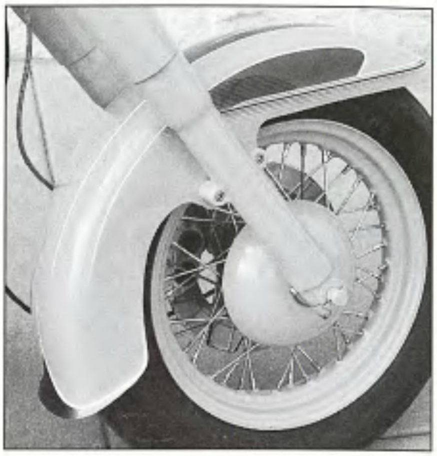
Check #109 for info.



PRO COMP "F" CHASSIS
SUMAX

Here's a real beauty, based on the 585-F frame, with 31.5-degree rake and a 2-inch forward stretch. The low seat and center of gravity, plus a standard assembled weight of under 500 pounds, make this a street rocket to be reckoned with.

Check #110 for info.



SKIRTED LOBOY FENDER
SUMAX

Give your wide glide front end a high-tech touch of class. The Space Age fiberglass composite materials are half the weight and 10 times as strong as standard fiberglass. Fenders fit all FXST, FLST, and FXWG models with 16-inch wheels. A narrow glide version is available.

Check #111 for info.

FRONT ENDS

CLASSIC LOBOY FENDER
SUMAX

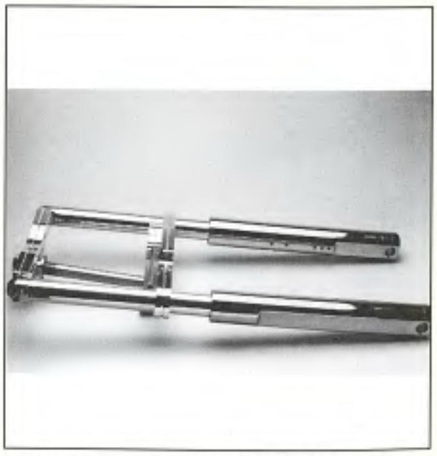
Run this in either stock 7¼-inch or fat 8 ¼-inch widths with the Skirted Loboy for lightweight style. Resins and woven fabric give extra strength to fender roof and sidewalls. Convoluted tubing in glass makes running taillight wires simple.

Check #112 for info.

ADJUST-A-RIDE REAR KIT
WHITE BROTHERS

Here's a fully adjustable lowering kit for your Softail. The sealed heim bearing design requires no cutting, grinding, or nonreversible mods. Lets you go as low as you want or up to 1/2-inch above standard height. Installation is about an hour.

Check #113 for info.



ADJUSTABLE WIDE FORK ASSEMBLY
PAT KENNEDY

This fully adjustable fork assembly is fitted to double-walled fork tubes with machined legs housing a four-spring progressive dampening system. Rake can be adjusted up to 15 degrees forward, and it's available from 2 inches under to 30 inches over.

Check #114 for info.

FRONT ENDS

DUAL DISC FORK LEG
HI-TECH

Wanna run a right-side brake caliper? Hi-Tech takes either a stock fork leg or a customer's preference, then welds on and molds a CNC-machined billet bracket. It'll fit Softails, Customs, Dyna or Wide Glides, Heritage or Fat Boys.

Check #115 for info.

TRIPLE TREE SETS
MILWAUKEE IRON

Baby wide kits convert 35mm glide forks to 1½-inch wider than stock. Wide and Extra Wide are 1/2-inch past stock, for 41mm tubes. Thirty-nine-millimeter tube kits are also available. Tell 'em J. Daniels from the *other* Lynchburg sent ya.

Check #116 for info.

VALVE CARTRIDGE EMULATORS
XRV

Emulators are tunable valves that sit on top of the damping rods and are easy to install. They take advantage of the fork oil pressure to improve handling and stability. These are serious performance items for street or road racing applications.

Check #117 for info.

"LOWBOY" FORK LOWERING KITS
WHITE BROTHERS

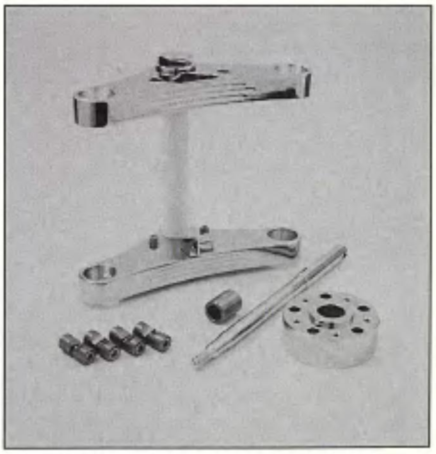
Give your bike the low, sleek look without raking the frame. The progressive rate springs are designed for this one- to two-hour installation. Combined with the "Adjust-A-Ride," you can drop 2 inches in the front and be cutting mighty low and loose.

Check #118 for info.

ROMA SERIES INVERTED FORKS
WHITE BROTHERS

Not everything looks the same turned upside-down. These forks have adjustable rebound and compression damping, a cartridge damping system, and state-of-the-art design. Get 'em with standard anodized of optional polished finish.

Check #119 for info.



STYLE GLIDE TRIPLE TREES
NEMPCO

Nice. Check out these chrome-plated billet aluminum trees. They're available in 35mm, 39mm, and 41 mm fork sizes. Mid-glide and wide glide kits are available for 39mm with axle and spacers. Gimme these and a set of pullbacks, and I'm lo-o-o-ng gone.

Check #120 for info.

FRONT ENDS

LIGHTS

STYLE GLIDE LOWERING KIT
NEMPCO

Here's a reinforced block-type lowering kit that relocates lower shock bolts with no permanent modifications. If you want to take your 1987-1994 FLHT or FLHS down 1½ inches, this is the kit you're looking for.

Check #121 for info.

BILLET FORK BOOT COVERS
CYCLE FAB

Tin ain't in, and probably never was. FXRs and Sportsters with 39mm tubes can add an extra 1/2-inch of travel *and* get show-quality chrome. 41mm FL, Heritage, and Road Kings can swap tin covers for these as well.

Check #122 for info.

CUSTOM MINI BULLET LIGHTS
CHROME SPECIALTIES

These 2-inch diameter, chrome-plated bullet lights with threaded stems are 20% smaller than standard and come with single or dual filament bulbs in three different mounting stud lengths. Available in amber, red and blue.

Check #123 for info.

LIGHTS

SEATS

TWIGHLIGHT MARKER LIGHT
PAT KENNEDY

Dual-filament halogen bulbs in red, amber, and blue make for some mighty sleek running lights. This machined billet aluminum bolt-on is shipped with universal mounting. Why not try two pair—different colors?

Check #124 for info.

HALOGEN LIGHT ASSEMBLY
SUMAX

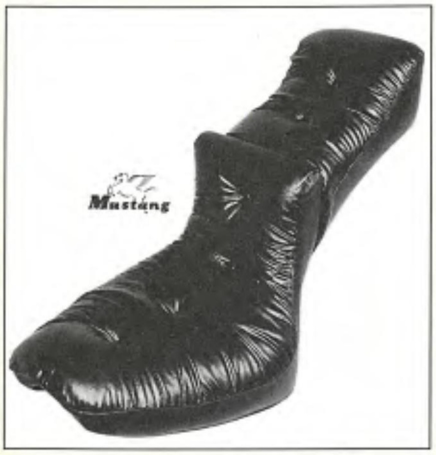
Bright brake lights save lives. Any polished aluminum billet license backing plate with a halogen-illuminated frame is gonna be mighty hard to miss. And that's the point. I know some Southern California riders who might even wanna double these up!

Check #125 for info.

FREE CATALOG
MIKE CORBIN

He started small in Northern California and took the world by the seat of its leather stitching. If it can be formed, molded, padded, or pleated, it's in here. Mike's got some additional leather work you'll wanna look at, too.

Check #126 for info.



EXTRA WIDE REGAL DUKE MUSTANG

Now this is comfort. These Mustang pillow-style seats, with an additional inch of foam, are available in extra wide or regular width. The 2-inch Extra Wide fits FXs, Softails, and rigids, plus they match the lines of your fatbobs real well.

Check #127 for info.

THIN LINE PILLION LE PERA SEATS

Want to change your ride's appearance and have something left to fill the tank with? The Thin Line Pilion has become the inexpensive aftermarket choice and comes in three different styles. It bolts directly to the Softail, Fat Boy and Nostalgia with no alterations.

Check #128 for info.

'82 - '94 FXR "RUMBLE SEAT" MIKE CORBIN

Ditch the sissybar forever. A foldable backrest pops up for instant conversion from solo to dual saddle seat. Get it in colored flames or scallops, with snakeskin or cowhide. The foam takes on the rider's shape, and installation is a breeze.

Check #129 for info.

DAYTONA SPORT SOLO LE PERA SEATS

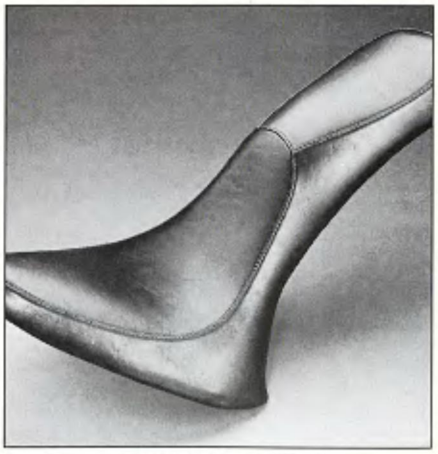
The fastest rider gets there alone. This unique solo combines sleek style with comfortable back support. Available in vinyl or leather, it fits FXST, FX, FLH, or FXR models. With no passenger area, it's perfect to show off that custom painted fender.

Check #130 for info.

MONTEREY CUSTOM SOLO LE PERA

This Le Pera pick-and-choose masterpiece combines touring comfort with classic style. Available for FXST, LX, FXR, and Dyna models. The one-piece molded foam comes in genuine leather or premium vinyl, smooth or pillow top.

Check #131 for info.



2-UP SILHOUETTE LE PERA SEATS

The 2-up Silhouette features a built-in passenger seat area that hides the sissybar. Designed for FXSTs, FXRs, and XLs ('79-'95), the 2-up comes in smooth or basket weaves, with or without flames. It's also got the same fluid lines as the original Silhouette.

Check #132 for info.

GRAPHIC SILHOUETTE LE PERA SEATS

Bob Le Pera Jr. earned his stripes with this one, designing the hottest selling seat ever. Adding the optional graphic stitch or graphic flame only made it hotter. The smooth, rounded seams and edges add a sculptured simplicity that says classic all the way.

Check #133 for info.

GRAPHIC FLAME SILHOUETTE LE PERA SEATS

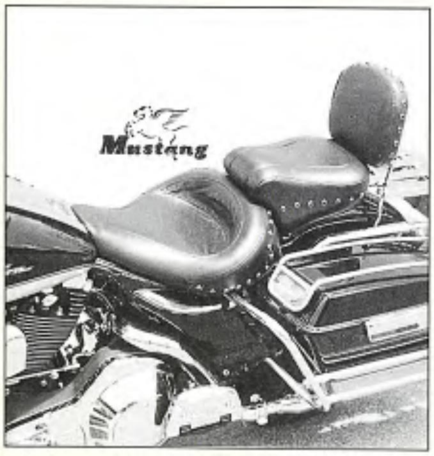
You sure can't say Sportsters get short changed in the padding department. This 16-gauge, powdercoated, carpeted bottom beauty was designed especially for fireball XL owners. A peanut tank flame job would sear nicely right into the leather stitching.

Check #134 for info.

THE SILHOUETTE LE PERA SEATS

Less says more. Every Silhouette seam and edge is smoothed and rounded, adding to the contoured lines or your bike. Available in premium leather or top-grain vinyl, smooth or basket weave, colored flames, graphic flames and graphic stitch.

Check #135 for info.



ROAD KING SOLO & PAD MUSTANG

The Road King Solo eases you down 1½ inches over a 16-inch wide bucket seat. Add on the 13-inch wide passenger seat and get built-in back support as well. The Solo fits all 1994-1995 Road Kings, and 1983-1995 FLT and FLHT models.

Check #136 for info.

FENDER BIB MUSTANG

This is a new styling idea from Mustang. You put it on the fender in place of a solo pad. Get it in black with plain or chrome black studs. It fits all models and adds contour lines that look great with the Mustang Nostalgic Solo seat.

Check #137 for info.

FLAMED SQUAREBACK MUSTANG

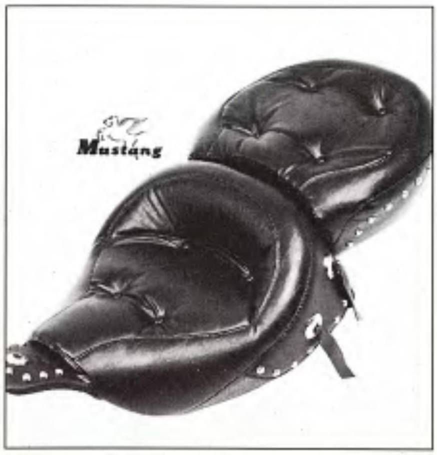
It's more than a seat, it's a signature. This handcrafted two-up offers recess stitched flames in red, blue, orange, yellow, black, white, and snake-print. Chrome studs are optional, and it fits XL, FX, FXR, Dyna Glide, and Softail models.

Check #138 for info.

PLAIN SQUAREBACK MUSTANG

You never go wrong with basic black, and it fits all Harley-Davidsons excepts FLs. The seat is cut low for the rider and squared off in the back for the passenger. It's got sewn-in center panels and makes a practical show bike item.

Check #139 for info.



ULTRA FL TOURING MUSTANG

Now here's a beaut. It fits all 1983-and-up FLs, including Road Kings. The seat nose extension doubles as a custom tank panel, and there's room in the middle for a driver back rest. It also has a removable rear tabs and threaded sidemounts.

Check #140 for info.

SPORTSTER TOURING MUSTANG

Cross the country on a Sporty without it and your back will disown you. Molded foam rider and passenger bucket shapes are internally supported by steel wings welded to the baseplate. The three different models fit all 1958-1995 Sportsters.

Check #141 for info.

COBRA SOLO AND PAD MUSTANG

All Mustang solos mount without drilling any holes, so this one is ready for business. Matching passenger pads are optional. Molded, high-density foam gives you a clean look and a reasonable ride. Full-length, one-piece Cobras are also available.

Check #142 for info.

NOSTALGIC TOURING MUSTANG

This leather layout gives you the comfort of Mustang's super touring model with a stud and concho two-piece nostalgic look. The back support from the passenger seat is a real plus. Wide Nostalgics are also available as separate solos and pads.

Check #143 for info.

NOSTALGIC MUSTANG

You can affordably start here with your first custom seat and add leather fringe and extra conchos later. The two-piece foam rests on a single-piece steel base that fits like stock, or you can have separate seats that mount without drilling.

Check #144 for info.

SEATS

PILLOW TOURING
MUSTANG

I'd pull this off the bike at night and put it in the tent. An extra inch of foam is supported by welded steel wings, allowing low, comfortable seating. This 16-inch front and 13-inch rear seat is your friend after a 10-hour ride.

Check #145 for info.

SHEEPSKIN COVERS
MUSTANG

Stay cool on those long, hot rides. Mustang Woolees come in black or a variety of colors. These foam-fitting covers slip right over stock Harely seats and pads. The Naugahyde side trim panels and bungee cord edge eliminate bulkiness and wrinkles.

Check #146 for info.

MONTEREY CUSTOM SOLO FRINGED
LE PERA

This Le Pera pick-and-choose masterpiece combines touring comfort with classic style. Available for FXST, LX, FXR, and Dyna models. The one-piece molded foam comes in genuine leather or premium vinyl, smooth or pillow top.

Check #146 for info.

TOOLS & TRANSMISSIONS

BRUTE III ELT DRIVE
RIVERA ENGINEERING

Dump the wet clutch nightmare by switching over to a dry clutch-basket/pulley assembly, and you'll increase the clutch friction-surface area 70%. Get smoother action that's extra horsepower, compatible with a strictly bolt-on kit for FLT, FXR, and FXST models.

Check #148 for info.

EVO HYDRAULIC CLUTCH COVER
RIVERA ENGINEERING

There's more to a smooth ride than empty highway. Convert your cable-operated clutch to hydraulic with a 356-T billet aluminum Big Twin special. It works with just about any 5/8-inch master cylinder and handles all 5-speed Big Twin applications.

Check #149 for info.

"IMAGE SERIES" BELT PULLEYS
PERFORMANCE MACHINE

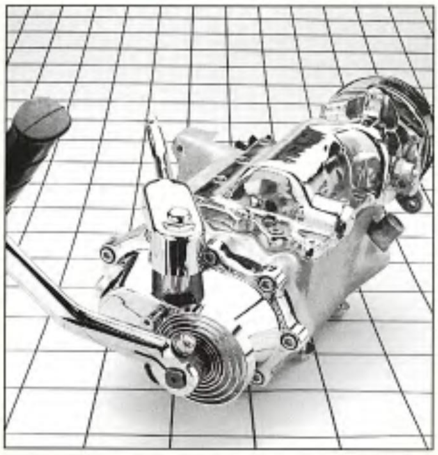
The solid billet plate comes in 70-tooth size and conforms to stock specs for bolt-on application. Like "Image Series" sprockets, the design mirrors the P.M. billet wheels. Chose from original Viper, Lazer, Phantom, or Shadow styling. These are hot.

Check #150 for info.

DOLLY
CAL-PRODUCTS

Need to move a wrecked scooter with no front end around your shop? Fourteen-inch ground clearance and heavy-duty casters with 4-inch wheels can make it a one-man job. Three sets of shielded bearings allow for steam or water cleaning.

Check #151 for info.



CLOSE-RATIO 4-SPEED TRANNYS
CUSTOM CHOME

This heavy-duty tranny case from RevTech has increased wall thicknesses to beef up stress areas, plus extra support webbing on primary mounting ears. The case accepts 1952 and earlier ratchet tops and requires the use of loose roller bearings.

Check #152 for info.

HIGH-PERFORMANCE COILS
CUSTOM CHROME

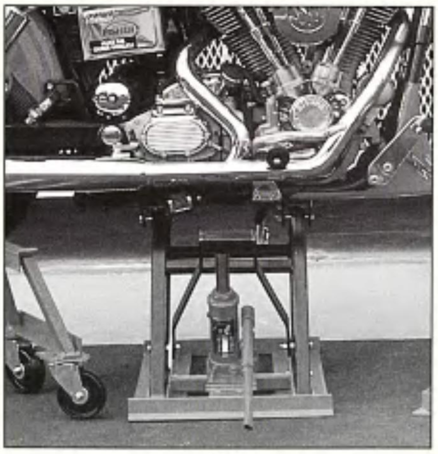
Thirty thousand volts of spark energy insures clean fuel burn and maximum ignition efficiency in two- and four-plug iginition systems. Wire the 6-volt coils in series for single point or electronic ignition. Twelve-volt coils come with single or dual towers.

Check #153 for info.

TRANSMISSION COVER
KÜRYAKYN

You can't have enough chrome. Ever. A dull inner tranny case turns to sparkling show chrome in minutes with this die-cast cover. 1987-1993 dressers and all '87-up Softails can wear a patent-pending addition that only increases the resale.

Check #154 for info.



C-LIFT
RIVERA ENGINEERING

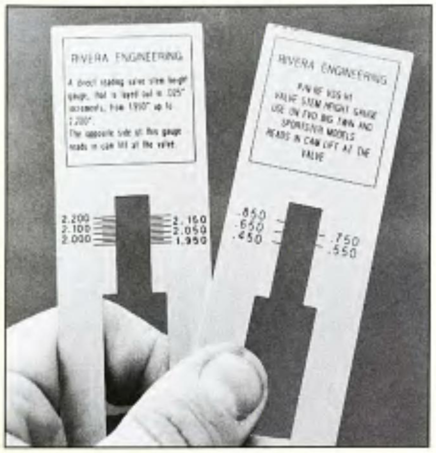
Unlike a guy in Newark, Delaware, I know, you won't need pulleys, a chain, and a rickety table to get your bike a foot off the ground. An optional stand and dolly are available. The oversize casters makes moving any Harley, even a full dresser, a one-person job.

Check #155 for info.

FXR 5-SPEED TRANSMISSION CASE
RIVERA ENGINEERING

Delkron offers two versions of the CNC-milled, 356-T aluminum billet case. One is a plain standard issue. The other includes main bearing, main seal, countershaft bearing, ball bearings, and shifter lever bushing installed. A 6061-T6 aluminum trap door comes with it.

Check #156 for info.



VALVE STEM HEIGHT GAUGE
RIVERA ENGINEERING

The easy-to-read, laser-etched, stainless steel gauge measures direct cam lift on one side and .025-inch increments on the other. It sits on the valve spring pad with the valve held firmly in place on the valve seat.

Check #157 for info.

PUSHROD GAUGE
RIVERA ENGINEERING

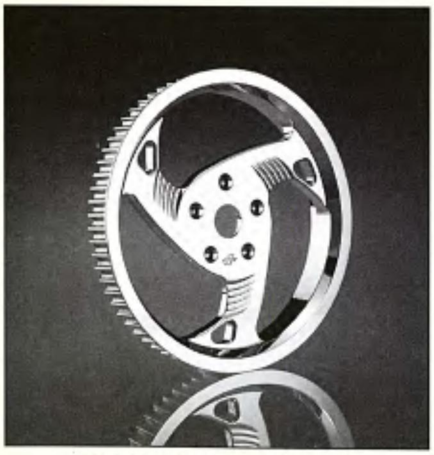
Camshafts require that rocker-arm geometry be 100%, dead-on correct. Pushrod length determines the geometry, and now you can nail it every time by adjusting the length of this gauge until the pushrod action is equal above and below the measuring centerline.

Check #158 for info.

SCORPION DRIVE PULLEY
PRO-ONE

Below left is the Raptor Pulley with the tech story on the billet bolt-ons. One look at these pulleys ought to be enough to conjure up design images to keep you building into the middle of 2000. But if you've read the Guide this far, you already know that.

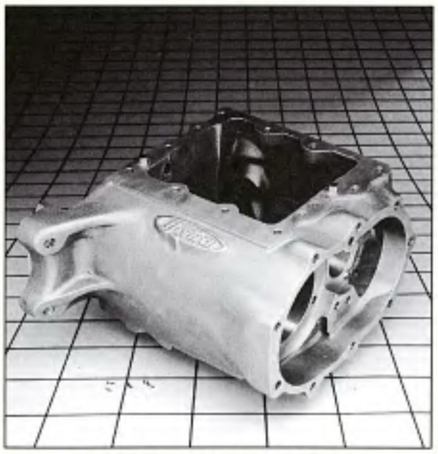
Check #159 for info.



RAPTOR DRIVE PULLEY
PRO-ONE

Late-model Softails can run these machined billet pulleys. Choose 61- or 70-tooth configuration, with chrome or polished finishes. They're designed to match Pro-One's billet wheels, some of the hottest metal out there. Two other models are available.

Check #160 for info.



4-SPEED TRANSMISSION CASE
CUSTOM CHROME

Four-speed Big Twins from 1965 to early 1979 can use Original Equipment hardware in these RevTech 356 aluminum cases. They accept speedo drive gear, with main drive gear race installed and pre-sized for standard rollers. Runs either chain or belt drive.

Check #161 for info.

5-SPEED BIG TWIN GEAR SET
CUSTOM CHROME

The hand-chromed mainshafts, back-cut gears and 2.94:1 close-ratio first gears help to really kick it in. Made from 8620H high-strength chrome moly steel, with gear faces honed and ground. For wet or dry clutches. Compatible with most Original Equipment tranny gears.

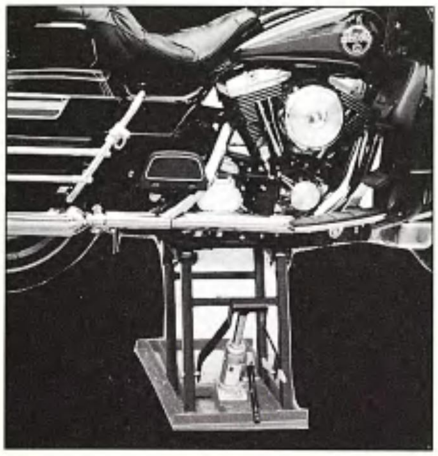
Check #162 for info.

TOOLS & TRANSMISSIONS

C41 CARRIAGE
CAL-PRODUCTS

It's a six-wheel carrying device for all C-lifts, and there's no assembly required. That means more time for tinkering. Once in place, your C-lift is still less than 5 inches high. Each caster contains 58 separate parts, including three sets of bearings.

Check #163 for info.



C-LIFT
CAL-PRODUCTS

Patent Number D344,835 hikes your ride over 12 inches off the ground. The foot-actuated lift weighs 49 pounds and takes most drop-in 4-ton hydraulic bottle jacks, available through Sears or Ace hardware. Make sure you've got your steel toes on.

Check #164 for info.

"IMAGE SERIES" SPROCKETS
PERFORMANCE MACHINE

Take your pick of original Viper, Laser, Phantom, or Shadow-style sprockets. The flat billet plate comes in 48-, 49-, and 51-tooth increments to fit a 530 chain. The best part is, they mirror the Performance Machine billet wheels. That ought to say it all.

Check #165 for info.

WHEELS

SUNDEVIL WHEELS
PRO-ONE

Tech specs are identical to the Raptor wheels, including this note: The billet center hub is mated to the wheel center using aircraft-quality Allen bolts. Both wheels are available in 16-inch, 18-inch, 19-inch, and 21-inch sizes, with widths to 5 ½ inches.

Check #166 for info.

RAPTOR WHEELS
PRO-ONE

They're machined from a solid block of 6061-T651 billet. All fasteners are aircraft-quality stainless steel. Bolt holes are counter-sunk to a precise depth so bolt head sits flush with the center hub. New bearings, seal, and hidden internal valve included.

Check #167 for info.

FRONT WHEELS
DRAG SPECIALTIES

These 10-hole, 16-slot, two- and three-arm, one-piece cast aluminum front wheels with a mirror polish are guaranteed to stop traffic. They're available in 16-inch x 3.5-inch, 19-inch x 2.15-inch, and 21-inch x 2.15-inch sizes.

Check #168 for info.

WHEELS

"FUSION" BILLET WHEEL
PERFORMANCE MACHINE

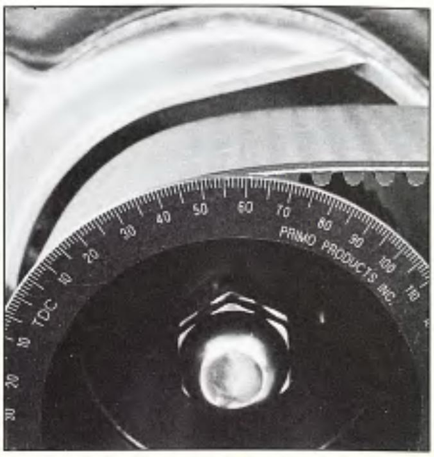
P.M. introduces its next generation of billet wheel. The "Dragon" is a boltless look, achieved through a proprietary utilized construction process. In English, it's patented (pending, actually). There's more coming in Feb. 1995. Fits 16-inch to 21-inch front, 16-inch to 18-inch rear.

Check #169 for info.

80-, 120-, AND 160-SPOKE ASSEMBLIES
PAT KENNEDY

The one and only. The 160-spoke will be available in 1995. All are fitted with Pat Kennedy's stainless steel hub, choice of spokes, and a Pat Kennedy custom rim. They add new meaning to the phrase "triple redundancy"!

Check #170 for info.



PERIMETER NUMBERED PULLEY
RIVERA ENGINEERING

Make timing your motor less of a headache by installing a 3-inch wide belt pulley with 360-degree numbering that's laser-etched into the pulley surface. It's an easy-to-read upgrade that'll simplify checking your valve timing and other critically related procedures.

Check #171 for info.

CAST ALUMINUM WHEELS
DRAG SPECIALTIES

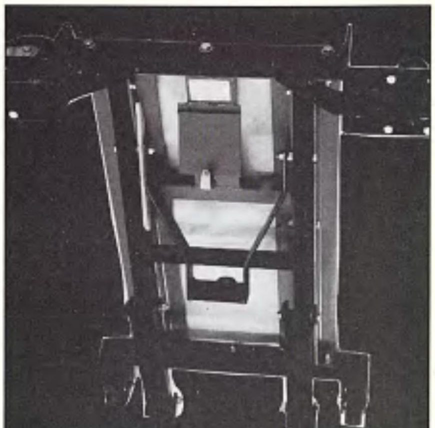
Run your tubeless on these 16-inch x 3.5-inch, 10-hole or 16-slot, one-piece cast aluminum rear wheels. It fits belt-drive, '86-'94 5-speed FXR, Dyna, and Softail models, and '91-'94 XL models. Timken bearings, races, and bearing spacer supplied.

Check #172 for info.

STYLE GLIDE WHEELS
NEMPCO

You've got five great style choices with NEMPCO's home-grown, precision-machined cast aluminum wheels. The 16-inch, 19-inch, and 21-inch rims include Timken bearings, spacers, and grade 8 hardware.

Check #173 for info.



C40 WHEEL KIT
CAL-PRODUCTS

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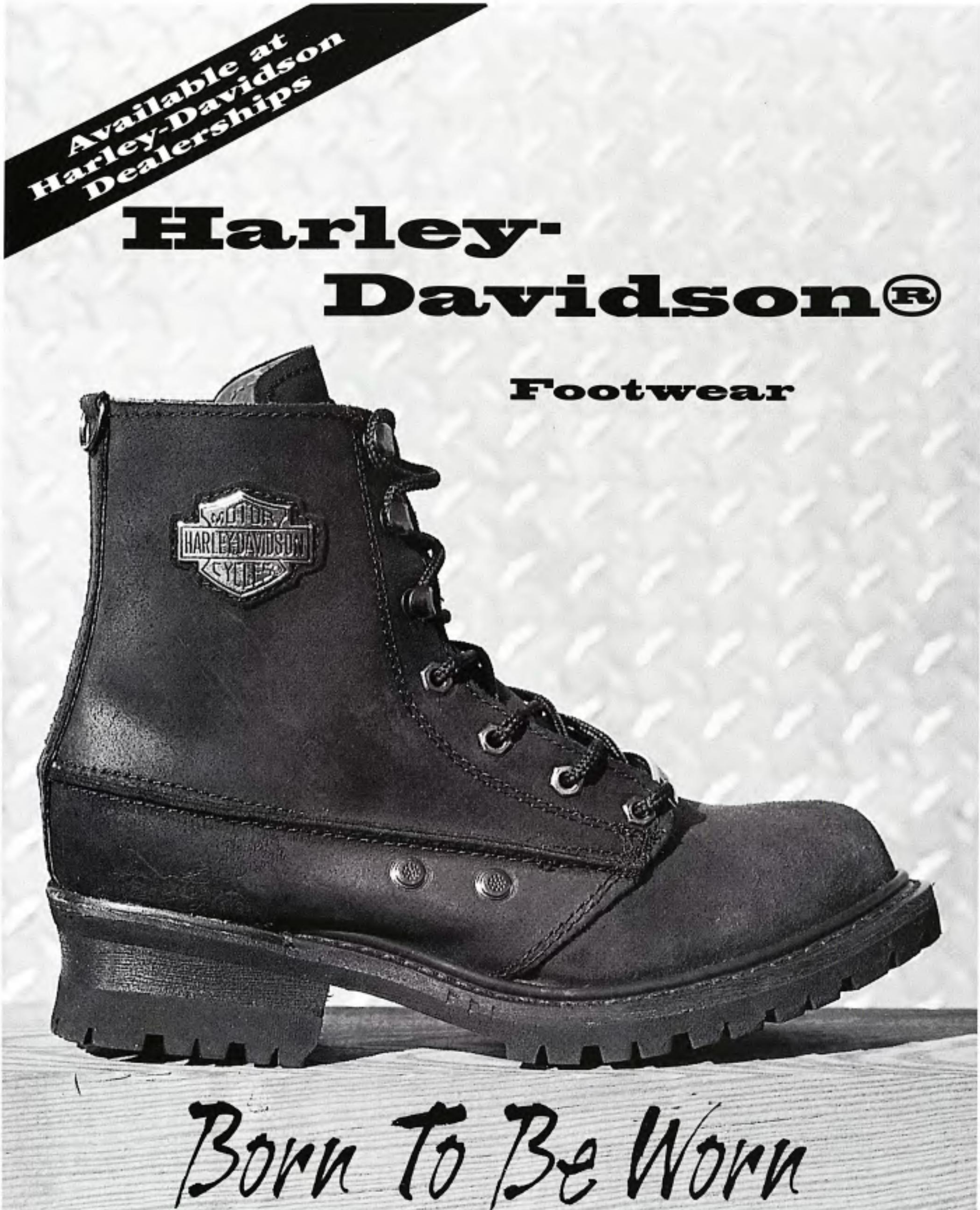
Check #174 for info.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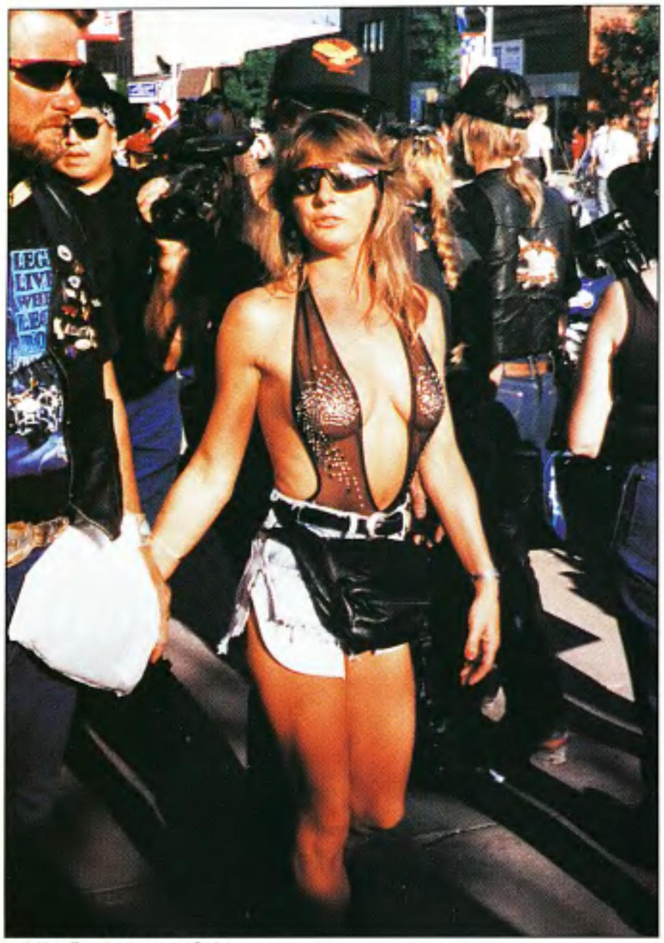
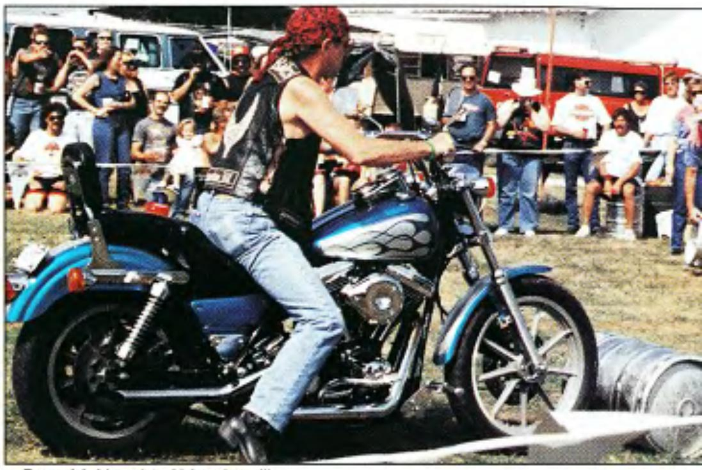
IN THE WIND

—Fast Eddie, Lancaster, Calif.



—Mike Frank, Aurora, Colo.

—Rev. Dr. Timothy and Lisa Myers, Fort Dodge, Iowa



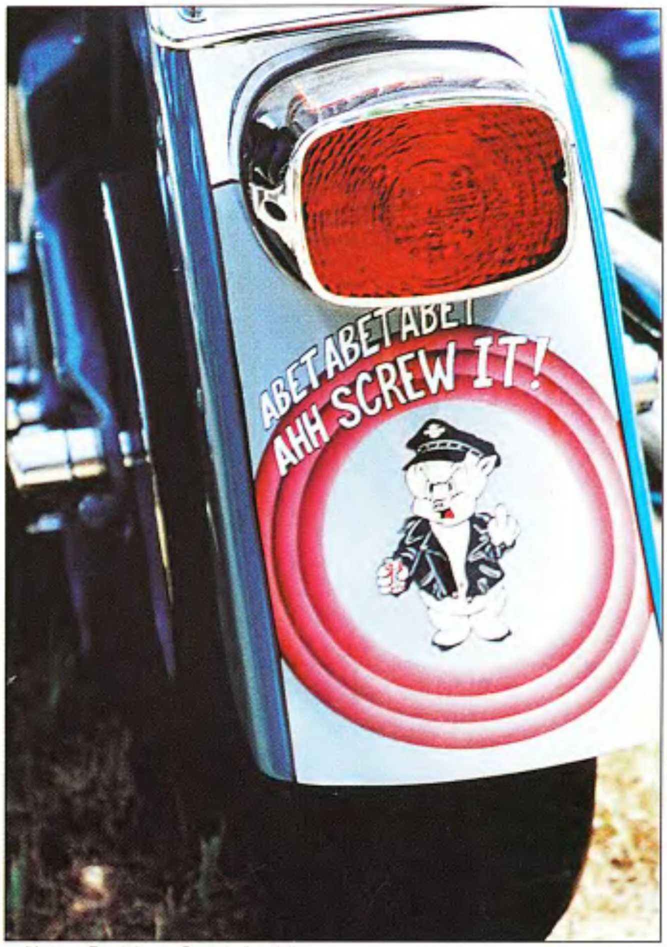
—Dave McNaught, Abingdon, Ill.

—Dominique Vinet, Montignac, France

—Dennis D'Angelo, Middletown, Conn.

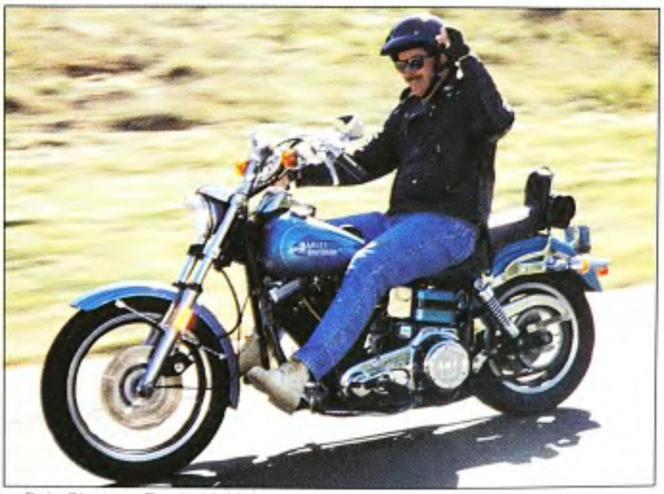
—David Blodgett, Winchester, N.H.

—Michael Reiman, Stockton, Calif.



—Harvey Danielson, Gem Lake, Minn.

—Judy Paulisin, Huntsburg, Ohio

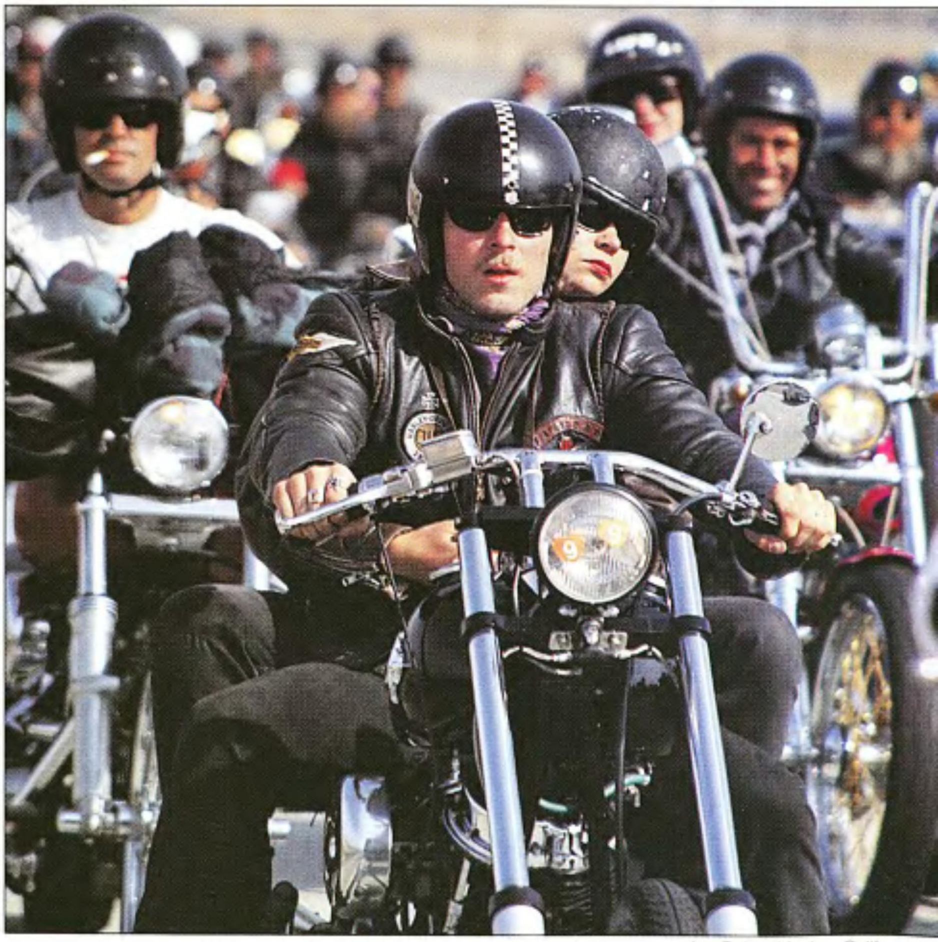


—Dale Clayton, Freehold, N.J.

—Wallie Grause, Dick van den Berg, Harley Club Netherlands, Limburg chapter

—Unknown, Key West, Fla.

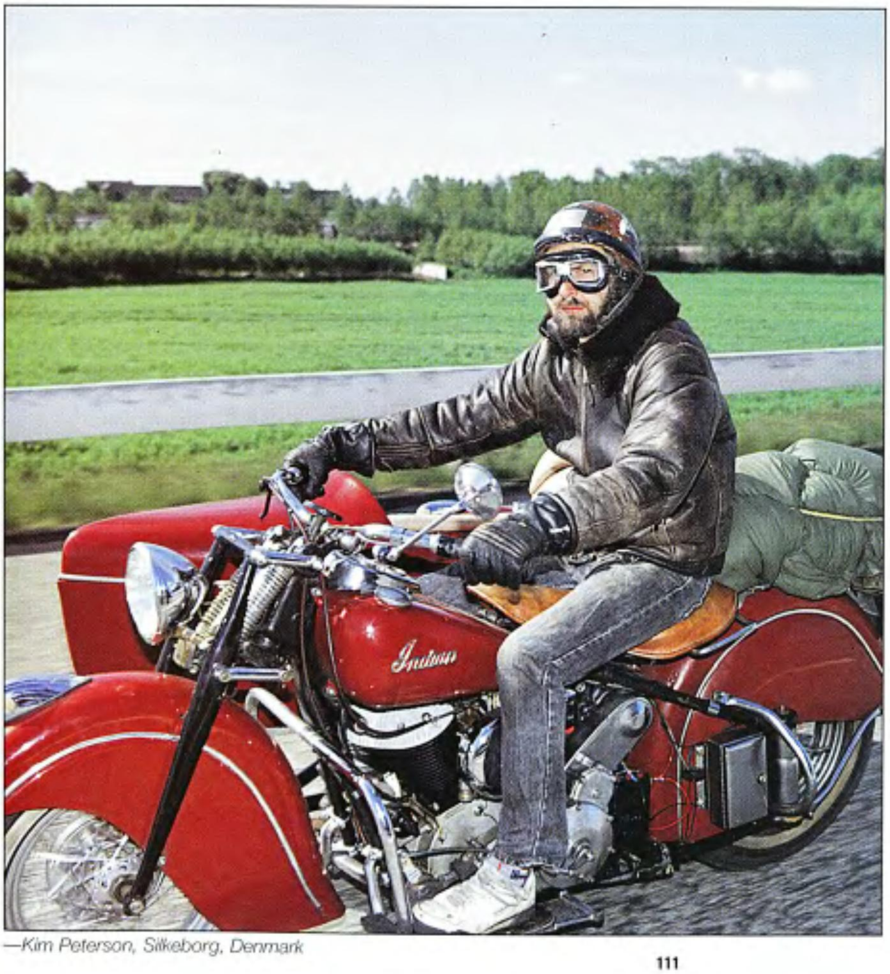
—Rev. Ralph, Reynoldsburg, Ohio



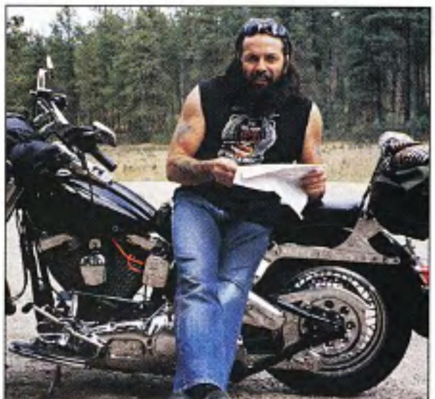
—Joe Puleo, Venice, Calif.

—Steve Miller, New York City

—Bret Brandt, Waterloo, Iowa



—Kim Peterson, Silkeborg, Denmark



—Lonesome and Buffalo, Deadwood, S.D.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6x7, or 4x5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $500 for a two-page photo spread, $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white printed.) Please label all photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope. Send photos to: In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

NOVEMBER WINNER

In our endless pursuit to cover all the bases, while bringing you the latest of the greatest, just by chance, we seem to blanket all facets and phases of modern scooter life. This month brings us our first architect—the lovely Jennifer of Conroy, Georgia (a suburb of Atlanta). Her projects involve commercial, military, and future Olympic projects, due to play in her hometown in two years. Jennifer, the single mother of one lucky boy, is an excellent cook (the aroma of jumbo stuffed shells and ricotta cheese wafted over the phone lines), though the Southern-to-the-bone babe doesn't care for usual Southern staples, like black-eyed peas and cornbread. She loves modeling in her spare time and had a blast aboard Kelly Miller's savage Shovel. Jen's also into music—from classical to Ozzy—and men who are 5-foot-7, 145 lbs, with good legs, eyes, stomach, beard, etc. Qualify? Check out this redhead's impressive figure aboard Kelly's white FLH on page 122.

—Loudmouth

My first ride was in Laconia, and the loud engines and fast bikes made it the most exhilirating time ever. Thanks Mike and Kevin!
Sherrie, Maine—#401

My first ride was through Lake Folsom, California. The pleasure was amazing, a feeling every girl needs to experience at least once.
Nicky—#402

The first time I rode a Harley I was amazed by the feeling of power and freedom, and I loved the sound.
Sonia, Illinois—#403

My first ride on a thundering Harley-Davidson made me realize the ecstasy of Heaven here on Earth!
Lyn, Kentucky—#404

On August 18, 1994, I went to see the Eagles in concert. I got there by riding on the back of a Harley. It was a breathtaking experience.
Lan, North Carolina—#405

I felt so alive and free on my first ever ride on a Harley. I was excited, too (we had to pull over right there!)
Laurie, Illinois—#406

FOX HUNT

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. Sorry, no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #262 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Here she is, bros, the December 1994 winner in our monthly Fox Hunt, Patricia, #1204, from Las Vegas, Nevada. See more of her next issue.

For this issue, you can begin sending in your votes starting March 1, 1995.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties is March 31, 1995. We'll print the winner in the August 1995 issue.

FOX HUNT
P.O. Box 3000,
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262

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

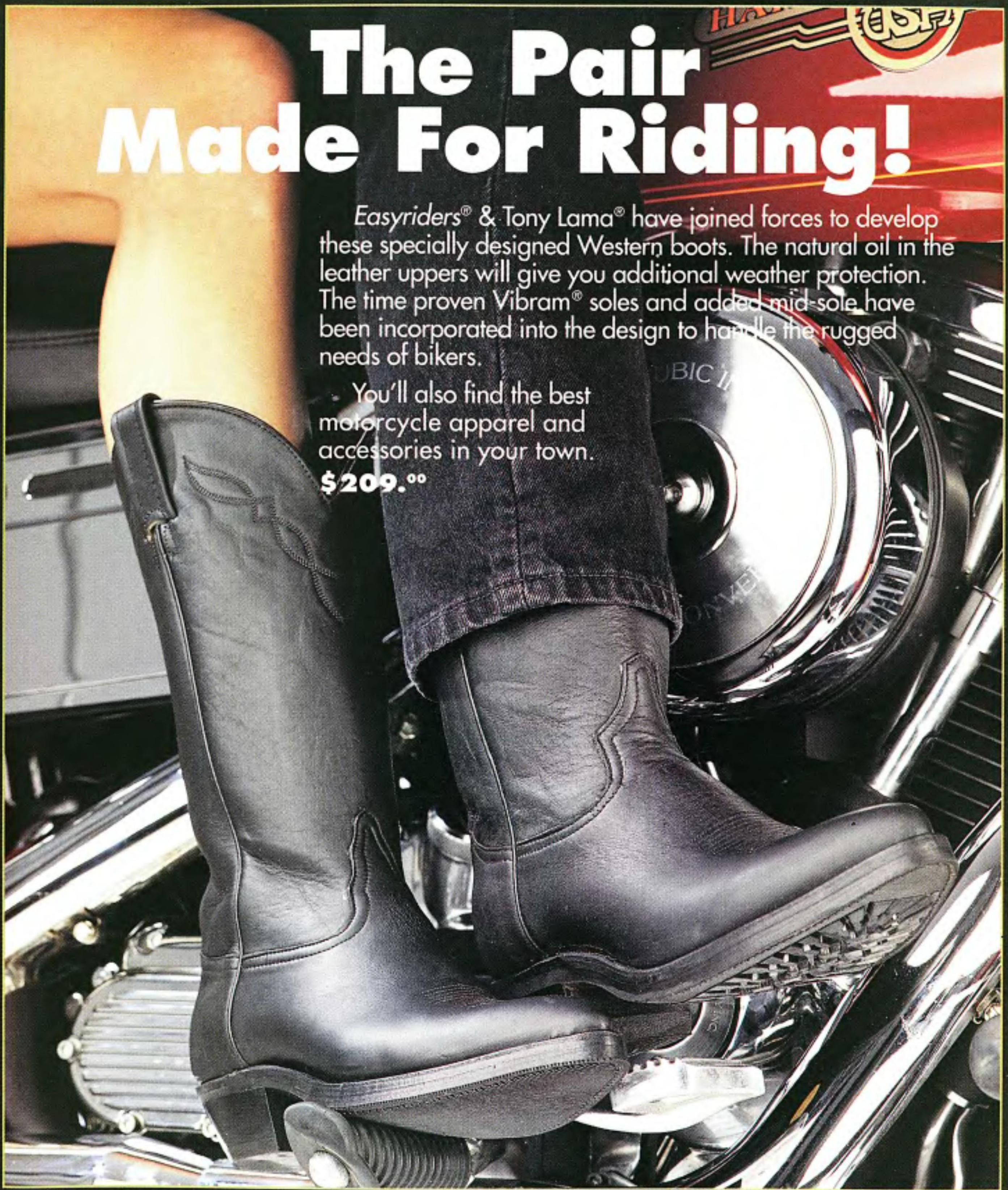
Model's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
I am _____ years of age, born ______________________
I will pose Topless ________ Full Nude ________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ______________________

Don't forget to vote. These girls are depending on you.

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.



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THE BEST BRIT IRON
SHONE BRIGHTLY

KENT
CUSTOM BIKE SHOW

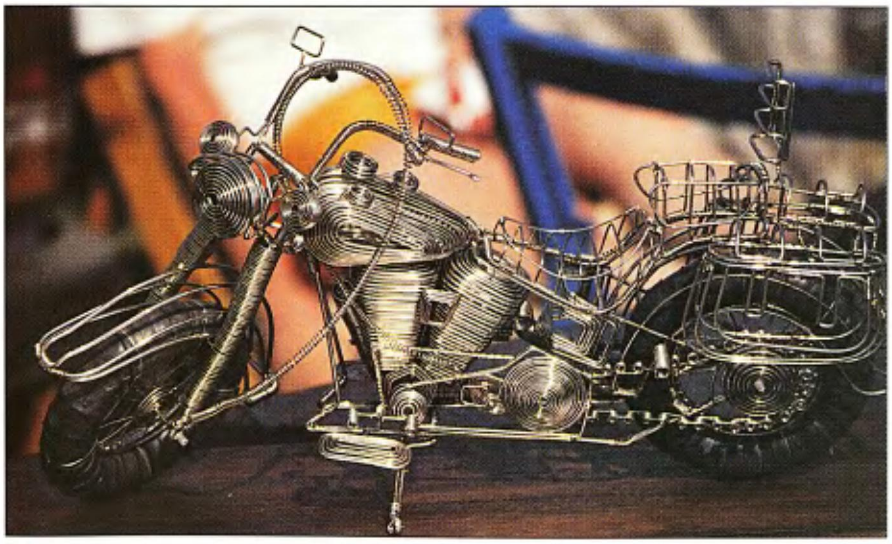
For the first time in many years, the sun shone for the annual Kent Custom Bike Show. The weather and location make one hell of a difference, not only to people's attitudes at an event, but to the whole ambiance of the weekend. A beach on a rainy day is bleak, but on a sunny day, it's just brilliant. It warms the soul, glorifies the ride, and energizes the spirit. The location along the coast, coupled with the warm temperatures and clear skies, guaranteed a successful show this year.

As soon as I pulled into town, I just knew that I'd arrived at some motorcycle mecca. There, parked alongside wall-to-wall bikes on the town's main street, was a massive motorcycle made totally from flowers—weird or what? Okay, so it was a promo for a local florist. But it was a work of art which stood out from its backdrop of equally artistic creations in steel. A lot of work went into carefully, painstakingly placing each blossom.

Angel Park is set on an often murky marsh. When graced with sunshine, it compounds the event's draw and entertainment aspects, especially if it remains dry throughout the weekend. If it's wet, it's the pits! Since Dymchurch, Kent, England, sits adjacent to the coast, this rally draws bike enthusiasts from all over England and Europe, enhancing its multinational assortment of machines and riders. It's a different feel from any other English event. This year, the Europeans made the most of their strength in numbers and talents by wiping the floor with the Brit bike builders when trophy time rolled around. The across-the-channel riders took not only all the major prizes and trophies but "Best of Show" awards, as well.

I've been to the Kent Show for many years running, and every year the standard of bikes improves to a new level. Some look increasingly slick as they've been enhanced by the growing number of builders and innovations proliferating around the globe. In addition, enhanced delivery systems afford →

Photos: Steve Kelly



riders everywhere the ability to find the component they need, order it, and have it delivered within a week. Many European bike builders have taken advantage of the growing global network of motorcycle parts and accessories. The new availability of once hard-to-find items shows in the clean look of the finished products.

Along with a new stature of custom bike building, the event set new standards with righteous live entertainment, improved food, and more creative vendor stalls and wares than ever before. I'll be back again next year—keep the sun shining.

—Surrey Steve

BUDGET BENCH

Or Should We Say, Pallet Jack?

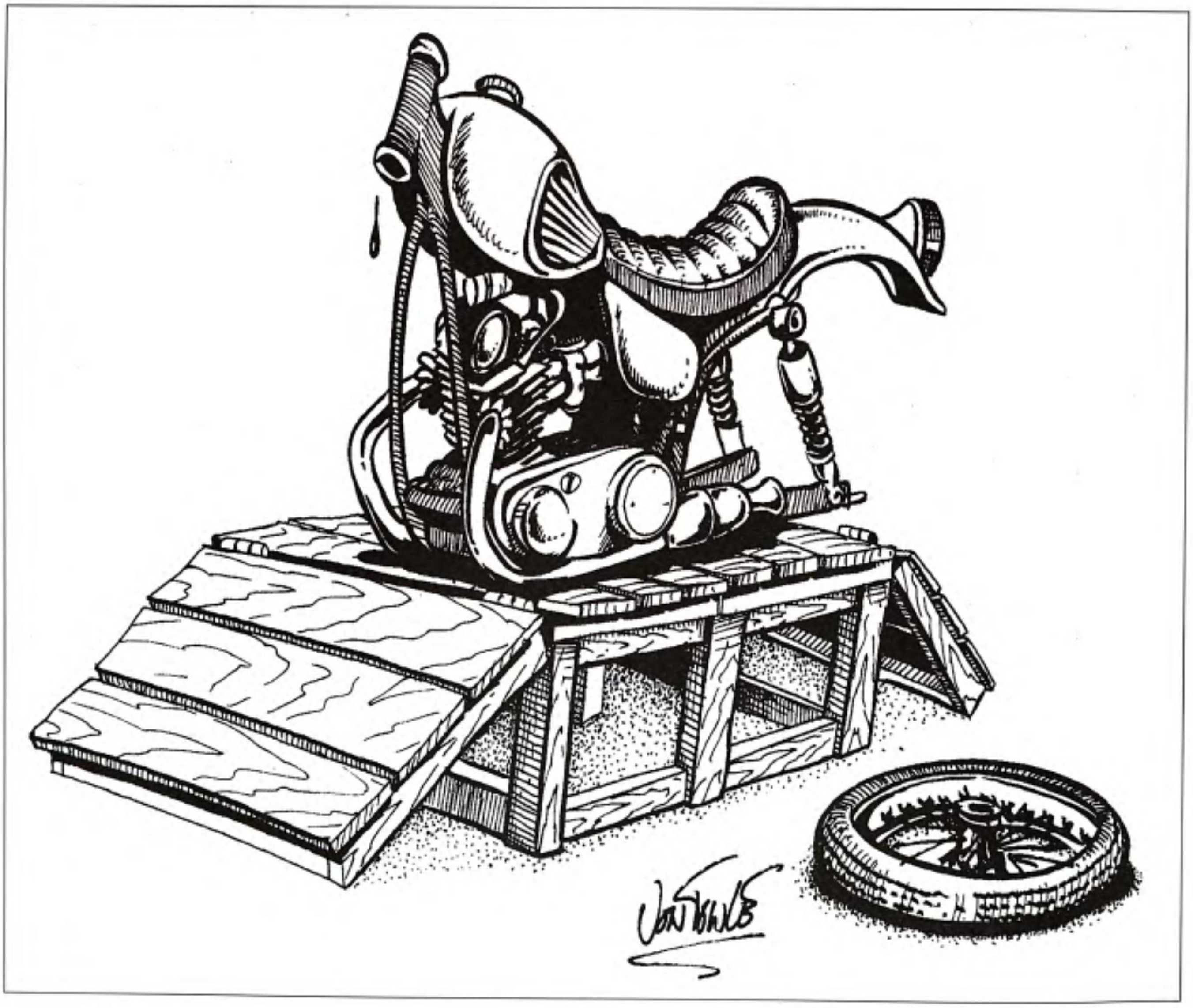
I build Triumphs, but I am too old now to stoop over, squat down, and crawl around on the floor to work on them. I began to look around for a solution to the cold, concrete bed, something that would be easy on my back, knees, and budget. Lifts were too expensive for my pocketbook, and I'm not handy with a torch and welding rod.

Then, while walking by some pallets at a feed store, I had the inspiration for a bike work table that does away with all the trouble of bending, kneeling, and rolling around on the pavement. It's cheap and will hold any motorcycle. The hardwood pallets are free, and the only expense involved is purchasing heavy-duty hinges for the front and rear drop pivots.

You can actually ride the bike up and ride it off, if your work area is long enough for you to get a good head start. If you plan to ride your power plant off of this stand, make sure that your garage door is open and that your driveway is clear. Both ends of the work table drop down to allow both wheels to be removed. The square center stand is made from scrap 4x4's with poor boy bracing. When not in use, one person can take the bench down, and it will store out of the way, flat against a wall. The height of the center stand is 22 inches, which puts the bike at the proper level to enable you to work on any part of it from a standing position.

The cost of all the materials was $40—and my labor. It works and works well, the price is right, and if I ever get enough green to invest in an *Easyriders* lift, I can always tear down this bench for kindling.

—*Dale Stetson*



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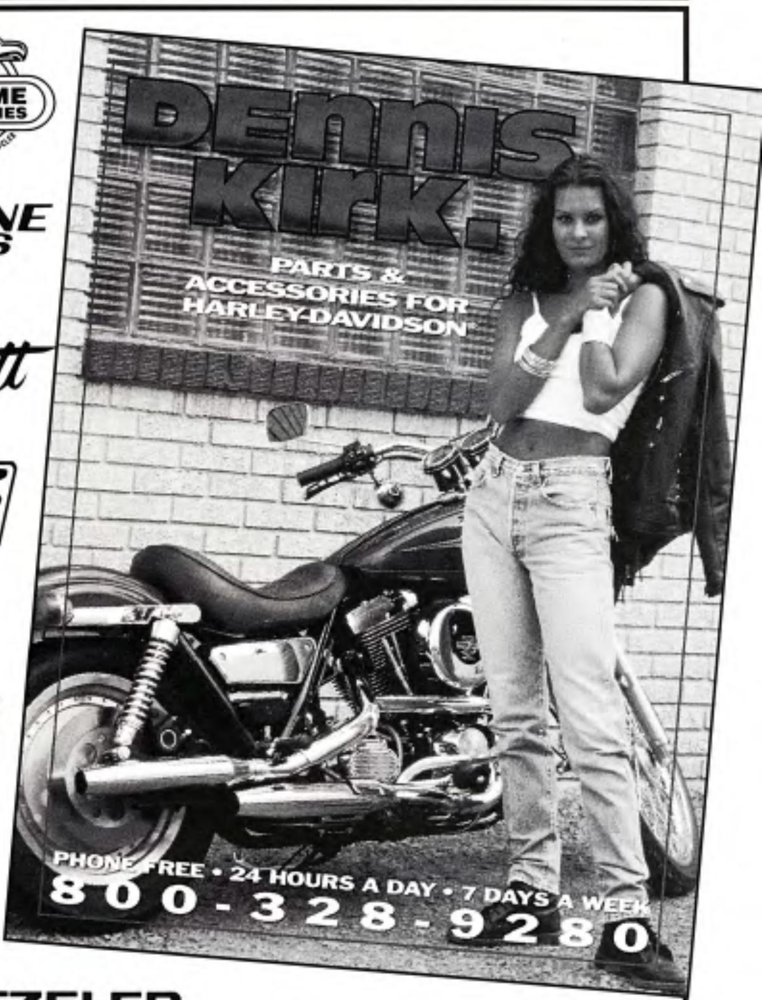

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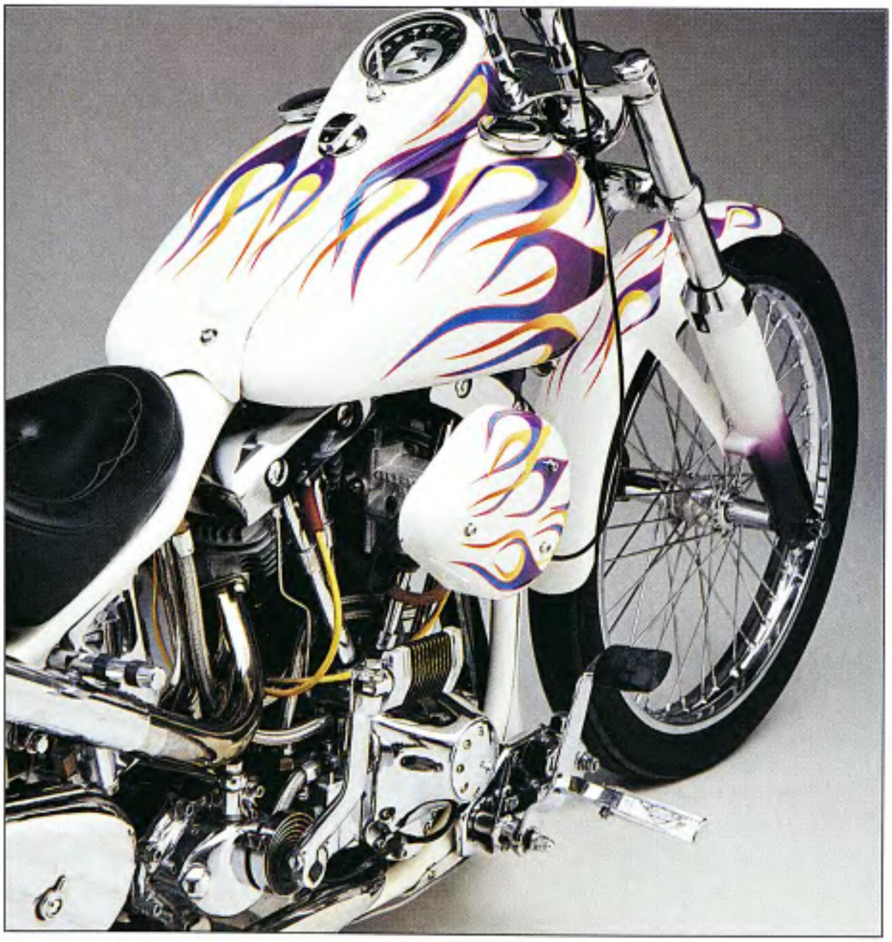
HYGIENIC HARLEY FROM HYGIENE



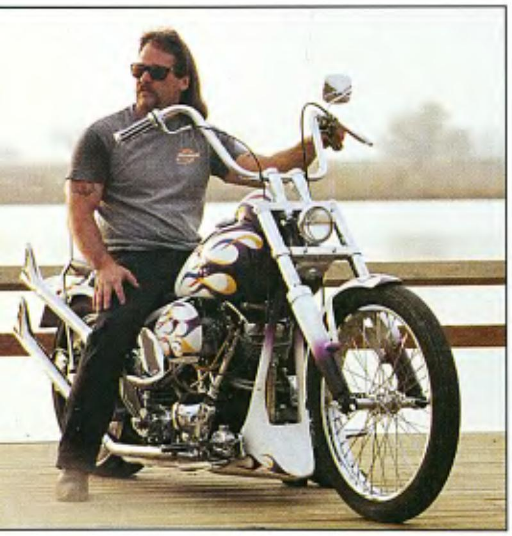
Kelly Miller tells this story about his hometown, Hygiene, Colorado: "We're talking small town. We have a cafe, a corner store, a post office, and a couple of farm implement shops. Several years ago there was a big controversy about a piece of property that was located behind the only eating place. It was zoned agricultural, but a guy wanted to open a commercial business. He was refused, so he said, 'All right, you want agricultural. You got it.' He opened up a hog farm right behind the cafe, bringing in a couple of hundred hogs. He got his point across and put Hygiene on the map." (Hygiene is about 40 miles north and 10 miles west of Denver, located between Longmont and Lyons.)

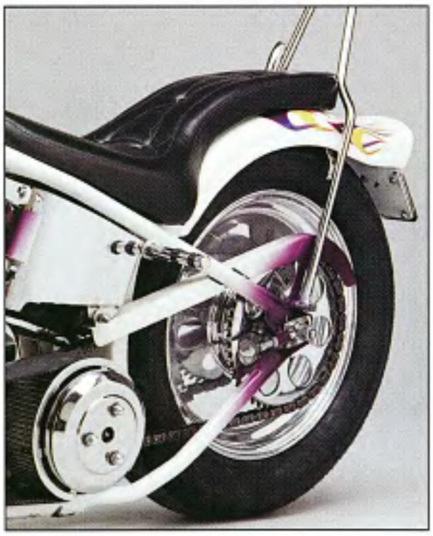
If you live in Hygiene, you'd better have a clean machine, and you don't get much more sano than Kelly's 1974 rigid-framed FX. The four-month project was performed with the cooperation of George Luis of Performance Plus in nearby Longmont. Kelly runs an 88-inch dual-plugger, stuffed full of go-fast goodies including S&S pistons, and a Sifton cam and solid lifters, aided and abetted by a Primo 3-inch belt drive. Classic upswept fishtails, unhindered by mufflers, channel the Big Twin's music into the crisp, blue mile-high and beyond skies. Adding to the Rocky Mountain High appeal are the apehanger bars →

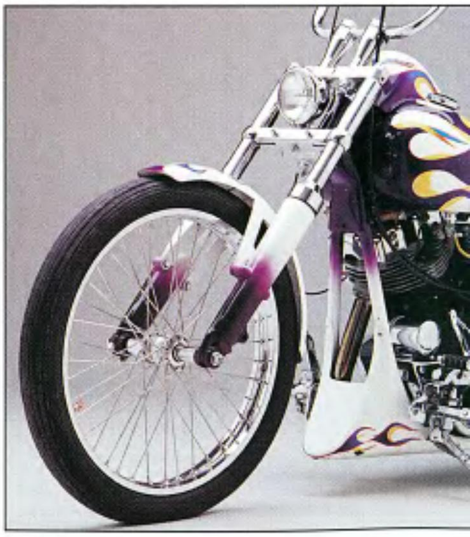
Easyriders

Easyriders

PRIMO







with 4-inch risers. "The Ness air dam has some road rash on it," says Kelly. It's a casualty of having a bike that sits a mere 2¼ inches above the pavement.

Performance Plus also laid on the molding and sprayed the white lacquer with hot-licking flame graphics on the transplanted Evo fatbob tanks. Atlantic Plating layered on the chrome tones, while other top drawer accommodations include a Ness seat and CCI oil tank and speedo.

It seems that Kelly, a metal work subcontractor for secret government projects, became so involved with building what he calls "a sixties chopper for the nineties," he ended up buying welding equipment, eventually moving all his tools to Performance Plus. He began handling the in-house frame work, extending swingarms and raking frames, and as a result is now a partner in Performance Plus who plans to make a career change to building radical customs.

Speaking of frames, this month's fox, Jennifer, a peach of a young lady from Atlanta, Georgia, is built to perfection. Blessed with a wondrous Southern accent, and not forgetting her serious visual impact, she hopes her skill with advanced computer imaging will lead into motion picture special effects production. Jennifer is an accomplished classical pianist (she teaches piano and plays for her church). She's also an avid deep-sea fisherperson, her favorite catch being a 23-pound king mackerel. We think she's the catch of the day, and she sure added some tastiness to Kelly Miller's Shovelhead.

—*P.G.*

Owner: Kelly P. Miller
City: Hygiene, Colorado

General

Fabrication: Performance Plus
Year and make: 1974 H-D
Model: FX
Chroming: Atlantic Plating

Engine

Year: 1974
Model: Shovelhead
Rebuilder: Performance Plus
Ignition: Dyna
Displacement: 88 cubic inches
Lower end: H-D
Pistons: S&S
Cases: H-D
Heads: dual plug
Cam: Sifton
Carb(s): S&S
Pipes: up-sweep fishtails
Modifications: balancing by Performance Plus, Sifton lifters, S&S air cleaner

Transmission

Year: 1974
Modifications: none

Painting

Molding: Performance Plus
Painter: Performance Plus
Color: white lacquer
Special paint: flames

Frame

Builder: H-D
Type: FX
Modifications: some rake, weld-on rigid

Accessories

Bars: apehangers
Fenders: custom
Headlight: 4.5-inch
Taillight: Ness
Speedo: CCI
Pegs: CCI, unknown
Gas tank: Evo fatbobs
Oil tank: CCI
Seat: Ness
Mirrors: CCI
Grips: Rick Doss

Forks

Type: FLWG
Modifications: none

Wheels

Front: 21-in., custom hub, Avon, no brake
Rear: 16-in., RevTech hub, Dunlop, GMA
Photos: Mike Lichter

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TECH TIP

Photo 1

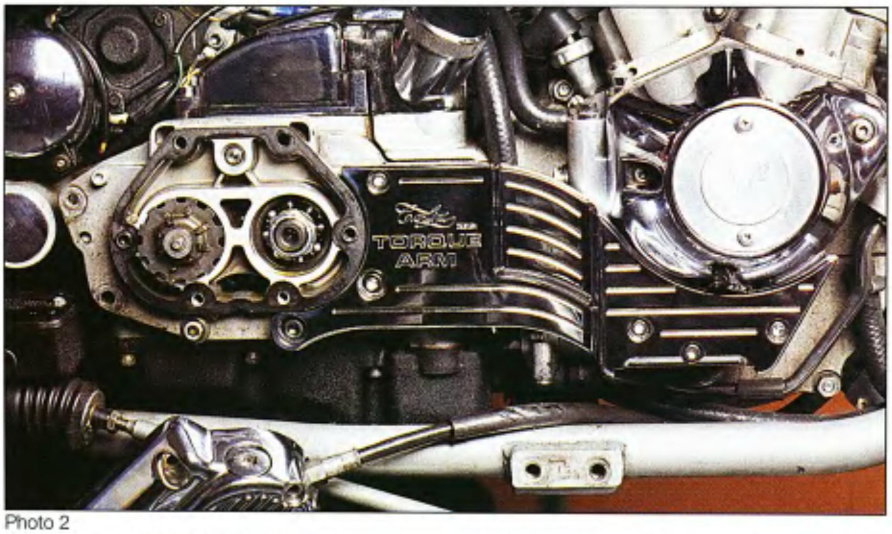


Photo 2

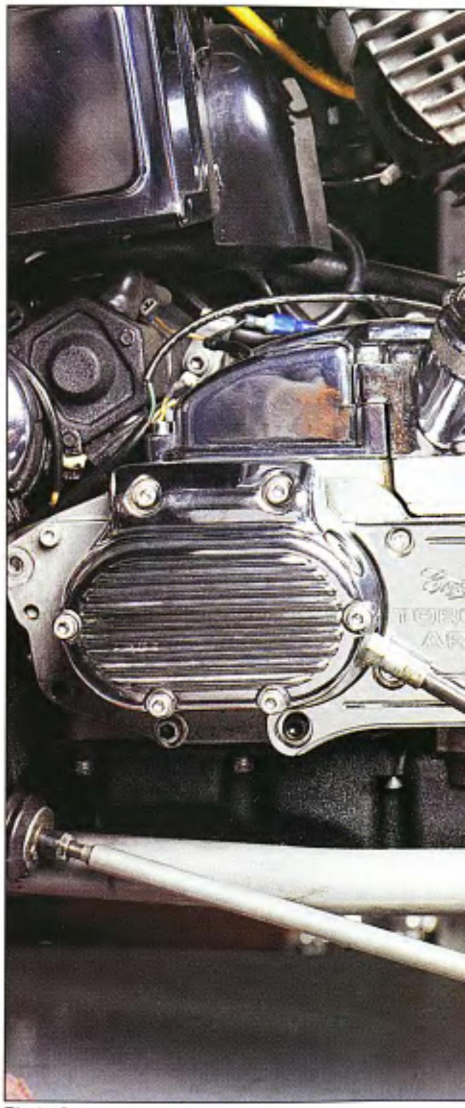


Photo 3

CARLINI TORQUE ARM

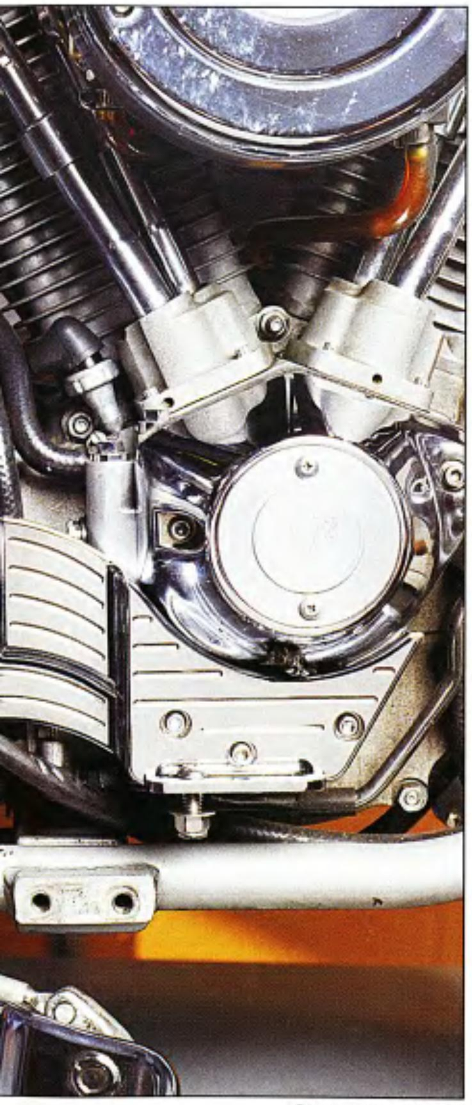
For Structural Integrity

This Dyna Glide support (photo 1) was developed by Tony Carlini for Highway Art Corporation to eliminate the inner primary breakage problem Dynas have. This is due in large part to the lack of support on the right-hand side of the bike between the engine case and transmission. The torque created by performance engines causes cracking of the front portion of the inner primary and snapping of the seal ring off the engine cases.

The Carlini Torque Arm is a billet aluminum brace designed to add structural integrity to the engine and transmission assemblies by attaching the engine and transmission on the right-hand side of the motorcycle. This dramatically decreases the stress load transferred to the primary covers. This also helps cornering stability (while under power) by unitizing and distributing the loads equally through the power train

We mounted the Carlini Torque Arm on my 1992 FXDC, thinking that if anyone could test it the way Tony meant for it be tested, it would be me. I ride hard and put my bike through its paces. The test Dyna is fuel-injected, cammed, and rubbed on by Keith Ruxton.

I took the bike to Big Daddy Drew's shop, B&B Motors in Canoga Park, California, where we took our time installing the arm and taking pictures (Big Daddy sure likes to have his picture taken, but the reflection from his shaved head is a killer). This unit will take any good wrench about an hour to install. The simple steps are straightforward: Drop the head pipes, remove the cam cone Allens, take off the transmission side cover, and place the Carlini Torque Arm in position by using the new longer Allens (supplied with the Arm) to bolt the unit back together (photo 2). Also included is an exhaust mounting bracket which bolts onto the bottom of the Carlini Arm for the bottom header brace.



Photos: Doug Mazell

Tony says, "If you lean the bike over on its left side, you can install the Carlini Torque Arm without losing the transmission oil." But I used it as an opportunity to change the oil (photo 3).

I also consulted with Marty Ruthman at Hi-Tech Customs in Van Nuys, California. Marty, who is constantly replacing Dyna inner primaries, says, "If you are considering changing the pipes, cam, and carb on any Dyna, you should also consider runnning this support."

As far as how this feels in the seat of pants, I only need two words to explain it: "Hang on." The Carlini Torque Arm really hooks up the Dyna into a solid unit.

—*Speed*

RIP'S RUN

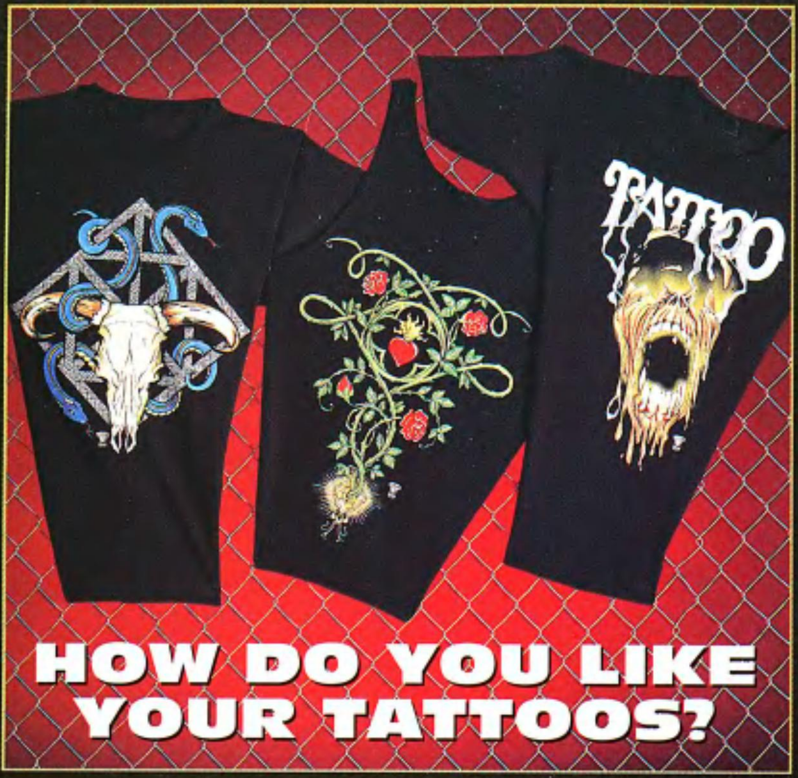
North by Northwest, Rip Takes In The Local Fall Events In The Seattle Area

OYSTERS

Hello, once again. In last month's installment I left you readers in Yreka, California, after stopping to visit Sterling, an old friend of mine.

From Yreka I rode north on I-5 to Portland, Oregon, where I did the AHDRA drags in nearby Woodburn. You'll be seeing my words and pictures in *Quick Throttle*, the new performance magazine produced by Paisano Publications. It's gonna be aimed at all you gearheads. The final round of qualifying on Saturday, September 10, was called off due to rain clouds surrounding the drag strip.

Late that afternoon, I thought of riding north to Castle Rock, Washington, for the TT races. I knew this was to be the first time back at that track since Mt. St. Helens blew its top. And, most of the top factory racers would be there. So, although I was dog tired, I bit the bullet and rode nearly 100 miles that evening in the fog and rain, hoping to reach the infield at Castle Rock. By the time I got there it was really late. But only one heat race had been run. The races were delayed because it had been raining for three hours. Hey, folks, this is Washington, where it rains a lot. The racers were sent out for the second heat race but were called back shortly after due to a heavy fog bank that had rolled in. Castle Rock is near the coast and for safety's sake the AMA officials postponed the races till the following afternoon. By the look on some of the racers' faces you could tell it was getting pretty hairy on the track. The eventual winner of the main was →



Small, Medium or Large!

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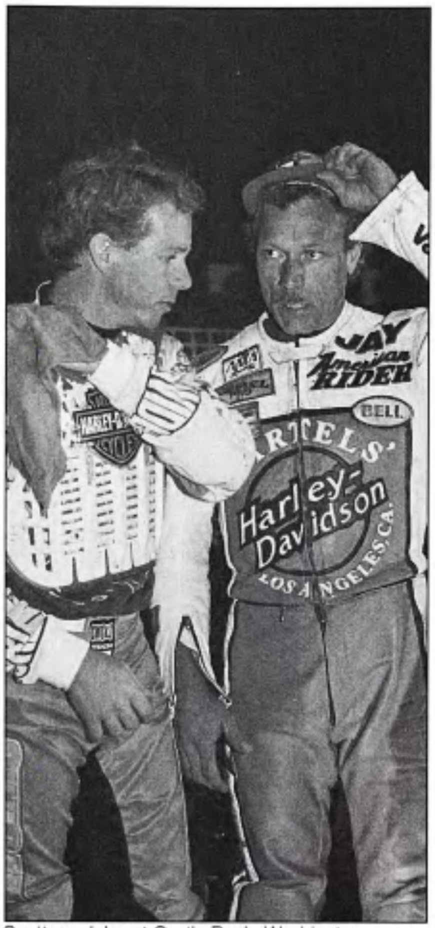
Dave Demartini of Northwest Custom Cycle.

Chris Carr, with two heavy hitters from the Northwest showing good form. Joe Kopp of Spokane, Wash., finished second, and Mickey Fay, who will be carrying the 600 National title into the 1995 season, came in third.

After the Woodburn drags, Sugar and I rode north to Everett, Wash. I had come on the invitation of Arlie and Kris Becker. They're a couple of friends who drag race and own Northcoast Thunderbikes, a custom and performance shop in Everett. They bought the same location where Motorcycle Goodies used to be. They do service and carry lots of accessories and hard parts for Harley-Davidson motorcycles. All motor work and custom building is done in-house, while paintwork is sent out. Northcoast Thunderbikes is the big motor connection for the Northwest. If you want a top-notch hot rod motor built, stop by and talk to Arlie. He races in the Pro Dragster Class, which is a high-gear nitro class with carburetor. He finished the season holding the No. 1 plate in the Western Division for AMRA, as well as the No. 1 plate for the Canadian Motorcycle Drag Racing Association. Arlie also finished second in AHDRA's Pro Dragster class, in the Western Division. Kris ain't no slouch, either. She finished the season with the



Scotty and Jay at Castle Rock, Washington

No. 1 plate in the AMRA's Western Division Modified Sportster Class. Not just a pretty lass who knows how to drag race, Kris can also write. You read about her in the Flying Free column of *Easyriders* #260 (February '95). She wrote about her feelings while at the strip drag racing.

I should also mention that while Sugar Pai was at Northcoast Thunderbikes, she got a new spacer and bushing between the shifter pedals and the linkage going back to the tranny. It's about the same size as the boss on the casting of the inner primary where the shifter shaft goes through the inner primary. It also has a grease fitting in it. I never liked the original wimpy spacer that comes with the bike. It's too small, and I don't feel it braces the assembly as well as my homemade one. Arlie sent it out to Liberty Machine in Marysville, Wash., to have it made. Also, at the same time, asked him to brace the trunk, since I overload it a bunch. Sugar is now sporting an aluminum strap. It's about an inch-and-a-half wide and about 1/4-inch thick. It's bolted to the top hole on the rear fender support bracket, where the chrome bars were that originally went around the saddlebags. Since I'm running those huge →

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The Cossacks Motorcycle Stunt and Drill team, performing on the streets of Anacortes, Washington.

On the streets of Anacortes, Washington.

Inside the Alkie Tavern in west Seattle.

Pac-Kit saddlebags, I took off the stock chrome saddlebag guards. The aluminum strap is bolted to both sides of the fender braces, then it goes up under the scoot boot in the rear which has a couple of holes drilled in it. Then they fastened it all together with a couple bolts and washers, making it much stronger. The work was done by Craig Conner from Precision Welding.

Across the street from Northcoast Thunderbikes is the Everett Tattoo Emporium, Everett's oldest and finest tattoo parlor. They do some mighty fine ink work. Stop by if you're in the area.

I had lots of fun visiting folks and running around Seattle with Arlie and Kris. One night we went by the Alkie Tavern in west Seattle. It's a neat bar featuring Taco Thursday, when lots of area riders show up to socialize and show off their bikes. From a park across the street you can scope out the beautiful Seattle skyline and Elliot Bay. We hung around for a couple of hours before we split to downtown Seattle and caught the show at the Central Club. It was voted as 1993's best blues club, except the night we were there they had a reggae band. Anyway, the food was good and they

The Cossacks bend over backwards for their fans.

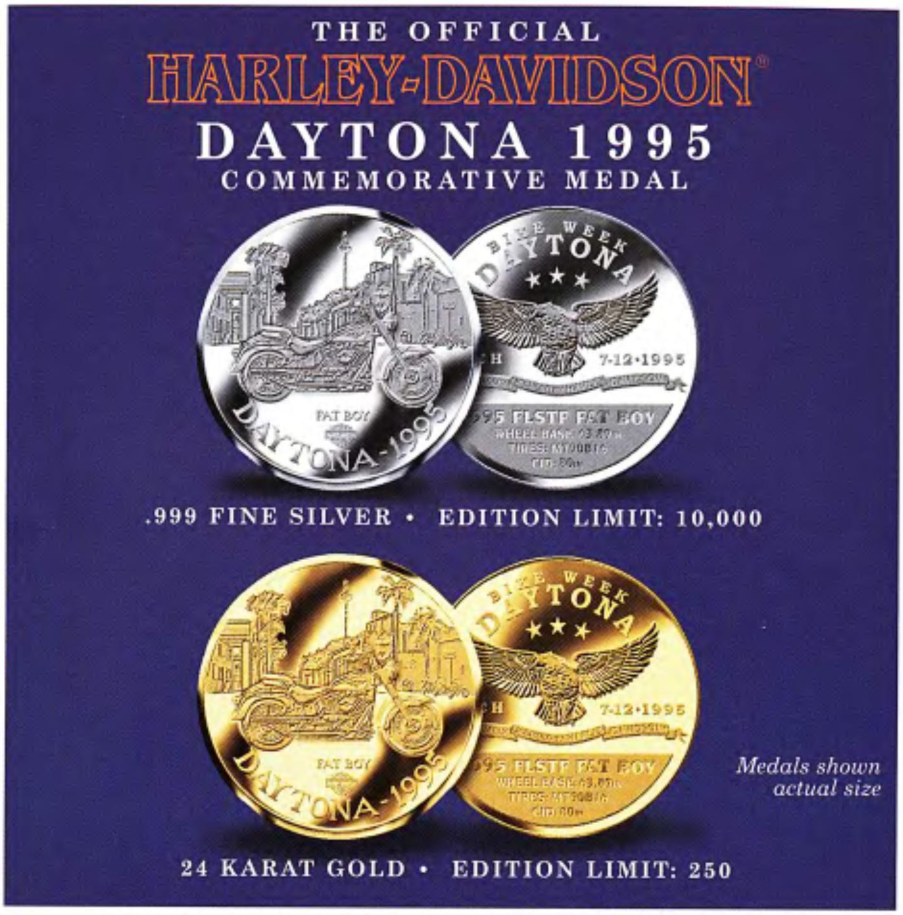
Limp Lee with his mom, and friend.

serve hard pop (liquor). The Central Club is the oldest bar in Seattle, established in 1892. It's near Pioneer Square, built over the original site of Seattle, which burned down when it was a logging town back in 1889.

One night I rode over to an ABATE meeting held at the Detour Tavern in Renton, a suburb of Seattle. This chapter is a for-profit group and is fun.

I also ran around with Wayne and Jess Webley, two bros who pit for Arlie and Kris and have their own gas racer. We went to the drags at Mission Raceway Park in Mission, British Columbia. It was a one-day meet. You'll be seeing pictures and words in a feature titled "Northern Thunder" in the premier issue of *Quick Throttle* (on sale now). Concerning that meet, Robin Gauthier, the fastest drag racer in Canada, did 193 mph in the finals.

I also did some running around with Larry Bowman, an old pal and past state coordinator of ABATE of Washington. We went by Snoqualmie Falls, and on another one of our outings we went by Northwest Custom Cycle and visited Dave Demartini. Dave's old shop burned down a few years ago, forcing him to start over again. Dave is the local Bros Club dealer and has lots of older parts for Harleys. If you're →



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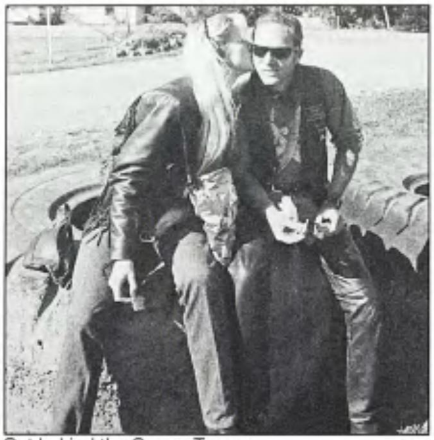
into restorations, you might give him a call to see if he has what ya need. I enjoyed browsing through his stuff. They also service newer putts as well, and have been factory trained since 1976. Northwest Custom Cycle also has machining facilities. They do everything from tuneups to complete overhauls, along with complete electrical jobs on all H-Ds. Check them out.

The two main reasons for my being in the great Northwest, besides the drag races, were the *Easyriders* Rodeo at Bremerton and the 1994 Oyster Run.

First, I'll mention the Rodeo. It had been a year since I'd seen an *Easyriders* Rodeo. It was great to see my old friends again, especially Rodeo Ray. I first met Ray in Florida back in the late '70s. Last year he retired from the rodeo circuit to open a bike shop in the Tampa, Florida, area. When that didn't pan out, Ray rejoined the Rodeo about mid-season.The delay cost him lots of points. Ray's been the Grand National Champion three times. I spent a lotta time with him and his wife, Kari Sioux, catching up on old times. I really enjoyed their company. Ray and Kari Sioux have an older bus they use to run around the country in.

The Rodeo was great fun. The weather was good, and it all went off swell.

The Oyster Run was October 1, 1994, and it drew a large crowd. Somewhere it was estimated that 3,500 bikes showed up. To me, it seemed like there were more. What happens on the Oyster Run is that a group of riders meets at the California Tavern in Marysville, Wash. They leave the Tavern at 11 a.m. sharp. Their destination is Anacortes, Wash., for the party. En route they make stops at Evelyn's Tavern in Clear Lake, then they ride to the Bow Edison area. From there, they ride to the Corner Tavern on Allen West Road, followed by the Edison and Longhorn Taverns in the town of Edison. And then they ride into Anacortes and the run site.


Out behind the Corner Tavern.

Unloading Rodeo Ray Tewksbury's trike.

The town merchants love the bikers 'cause they spend money and are generally well-behaved. In Anacortes they have a street festival with a couple of bandstands set up off Main Street for your listening pleasure. This year, Freddie James and the Rocken 88 played on one stage, while on the other, Sam Moats and the Watertown Blues Band entertained the folks. The police blocked off two intersections and let the Cossacks Motorcycle Stunt and Drill Team do their thing. As usual, they put on a good show. Truly awesome. Incidentally, all the Oyster Run entertainment was free. There were lots of vendors who sold all kinds of food. I

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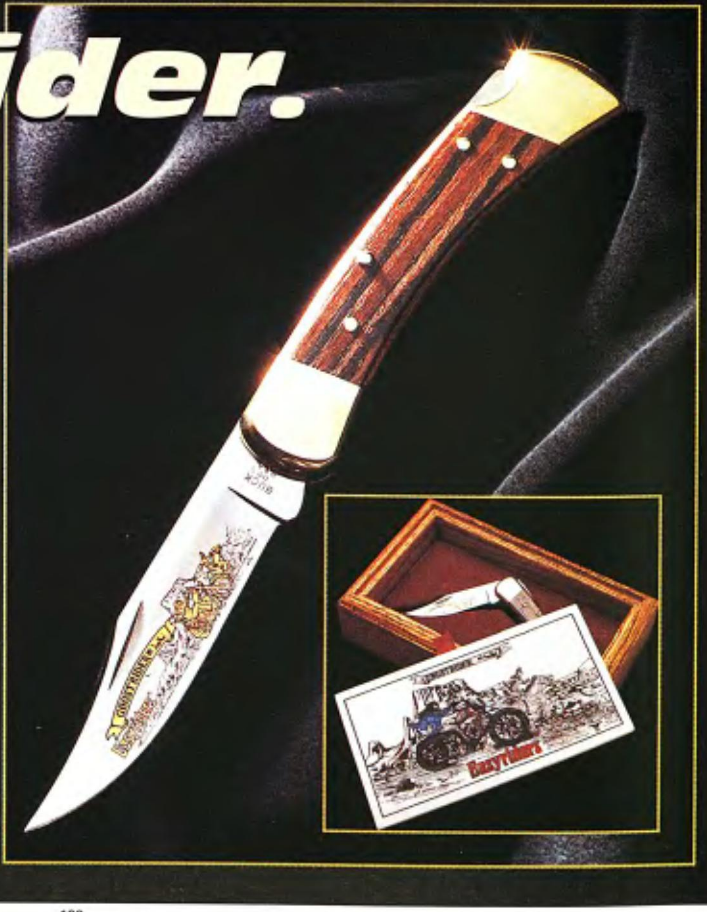

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Photos: Rip

ate some barbecued oysters at the Corner Tavern and enjoyed them.

The Swinomish Indians served Indian frybread and tacos. The Skagit Search and Rescue team sold barbecued oysters, ham, and beef. Local service groups like the Lions Club handled the hot dogs and burgers, while the Eagles served up some great barbecued ribs. Lots of other area service groups were involved for their own various charities. This was the 13th annual Oyster Run, and it's the biggest one-day motorcycling event in the state of Washington. It was one of the most fun and laidback events I've attended recently. The Oyster Run is a Limp Lee Production, and in Washington, it is clearly the event of the year.

Well, that does it for another issue. By the time this column reaches ya, spring will be near and things should be warming up around the country. I'm looking for interesting biker-related places to check out. So how about a little help in the form of a letter, card or flyer with some info as to what's going on in your area? Till then, I'll be seeing ya.

—*Rip*

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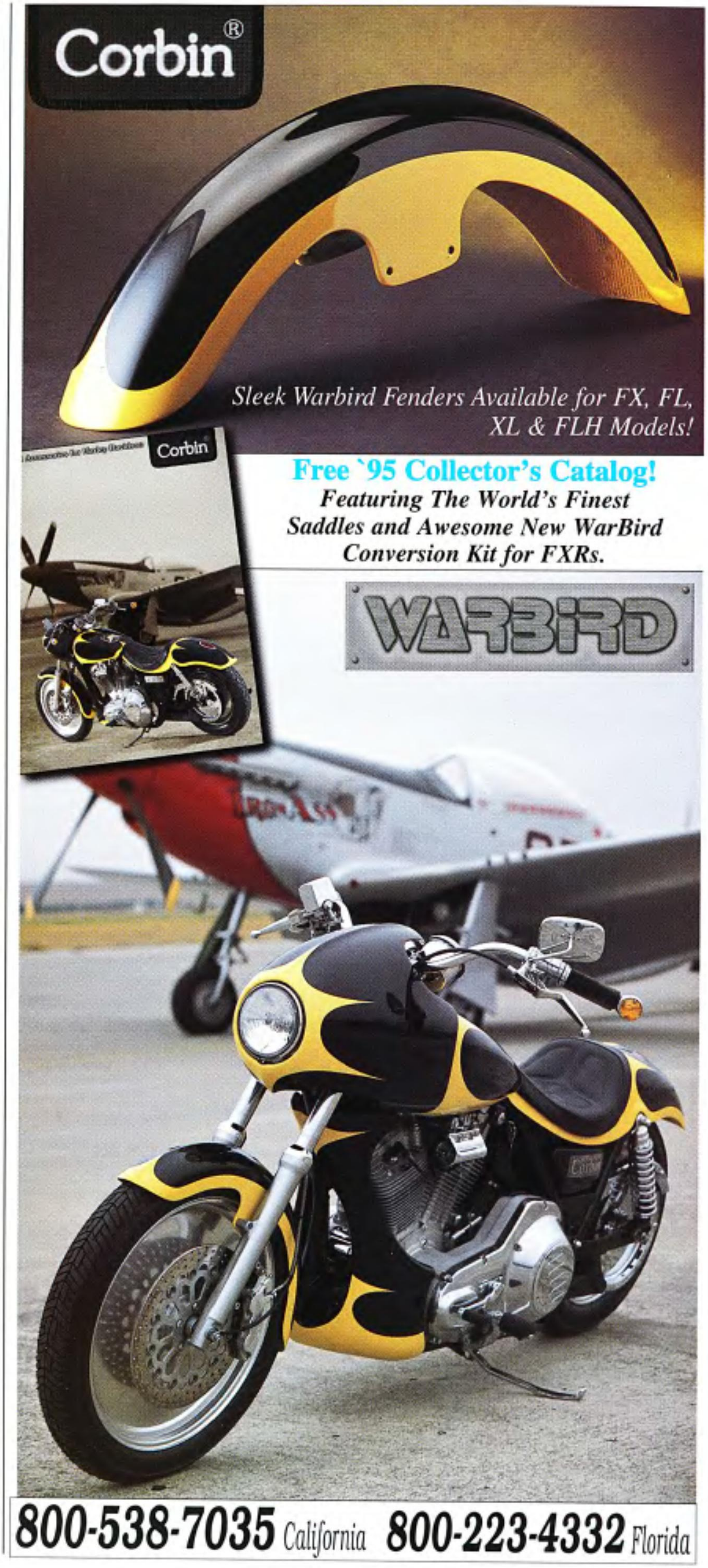
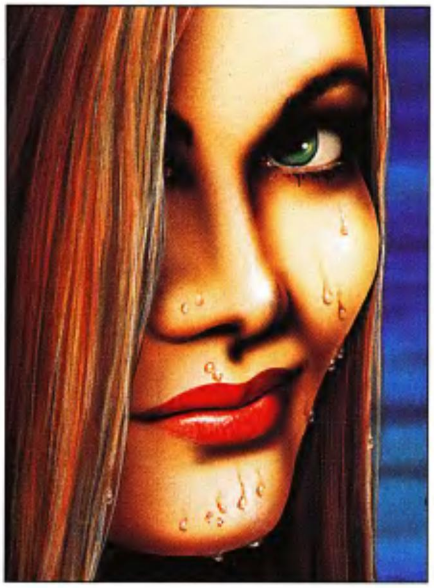


CAN'T PUT TWO REDHEADS IN THE SAME SWIMMING P~O~O~L

Jake woke with a prison-cell start and rolled toward Jennifer. Her naked body, covered partially by a thin sheet and tumbles of dense auburn hair, shimmered with youthfulness and seduction. Her shape was a perfect hourglass turned on its side. She did something with time that was distant to him. He couldn't figure her out. Trying to slip out of bed without waking her wasn't successful. She moaned lightly, like a young angel, as he removed his 225 pound, six-three frame from the edge of the bed. She turned her classic features in his direction and opened her eyes softly. Her chocolate pupils would melt cast iron. Her expression was filled with wanting and sadness. "I'm sorry. I had too much to drink last night," she whispered. →



“When he opened the door to the bedroom she lay naked, one knee resting against the other milky thigh”

"No problem," Jake said, getting to his feet. He pulled his thick, shoulder-length, sandy-blond hair into a ponytail and tied it. His narrow hips held a pair of H-D boxer shorts as he reached for his Levi's and cowboy boots.

"I won't do it again," she said.

Jake didn't respond, shaking his head as he entered the small bathroom off her bedroom. Splashing warm water into his eyes, he thought about the fight the night before. She objected to almost anything he did that didn't involve her. Feeling trapped, Jake stared into his bloodshot, sky-blue eyes and turned on the shower. He'd only known Jennifer for a month, but daily her hooks sunk deeper into his toughened flesh. The passion for her body was strong. They fit together well in bed, but her desire soon turned to fences, and Jake was reaching his breaking point.

"Honey, you're not going out today, are you?" she called from the bed.

"As a matter of fact, I am," Jake said into the mirror. She didn't hear him, but felt the vibes. When he opened the door to the bedroom she lay naked, one knee resting against the other milky thigh. A light smattering of sexy freckles was waiting to be licked clean. His eyes followed her tiny, white-chocolate feet to delicate ankles along well-defined calves to those thighs. The top half was just as delectable as the bottom. From the soft nape of her neck, hidden seductively by mounds of red curls, to her supple, up-turned breasts and those sensitive, buttermint nipples, his eyes finally came to rest on her luring lips.

"How about some breakfast," she said. She didn't cook, but she did part her thighs slightly. Jake felt a pain in his chest, as if his torn emotions had come to life in the form of Brahma bulls. Each one was tied to an arm and headed in opposite directions. He wanted to make her happy, not disappoint her. He also longed for her sex, but something inside was sending red flags sky high.

"I've got to go. In fact, this relationship is moving a tad on the fast side. I need some wind in my face," he said, pulling up his Levi's and pulling on his roughed-out leather jacket over tight, sinewy deltoids. He worked out five days a week, until the new relationship interrupted his regimen. A lump formed in his throat. He wanted to pull her body to his and tell her that he'd be there for her always, but he knew in the marrow of his bones that that wasn't the answer. He swallowed hard and looked into her tear-filled eyes.

"I thought we'd spend the day together," she pleaded. Where are you going?"

"For a ride." Jake said as he tightened his silver conch belt. He watched her movements. She was graceful, but so damn insecure.

"Have a cup of coffee with me, and I'll fix you some eggs." she cajoled.

"No, relax. Stay in ..."

"When will you come back?" she asked, the level of her voice elevating.

"Listen, I don't know if this relationship is ..." As much as he knew what

"This is the last time I try to find a bass player through a newspaper ad!"

"Wanna hear a scale?"

needed to be said, her eyes, those lips, and what she was pouring out twisted his guts.

"You can't leave. My folks are coming over for dinner tonight." She reached for him, but he stepped back.

"I can't help that. I'm leaving." Jake turned abruptly heading for the bedroom door, but she was out of bed, that perfect body moving like a young doe escaping the sound of gunshots. She slipped into a mint-green satin robe and followed Jake down the hall. Blocking the stairway with her body the robe fell open. "Don't you know I love you? I know we can make it. Please don't break it off so soon," she pleaded, a tear creeping down her pillow-soft cheek.

Jake looked at her hard, his heart was melting at the sight of her form, the sadness in her eyes, the perfect auburn color of her hair cascading against the soft green of the satin, the gentle curve of her breast exposed behind the hem of the robe. He was crumbling behind his rough, unshaven facade. "I'll be back," he said. "I just need to air it out for a few hours." He acquiesced, and her eyes softened.

"I'll be here waiting. We can make love this afternoon, and I'll make reservations for dinner at your favorite club," she said, beginning to cheer up.

Jake remembered one of their first dates in town at The Ivy. She shook the glass in the joint as they entered the dining room. Everything was picture perfect—the service, her dress, and her giggle after a couple of glasses of wine.

He put his arm around her tiny waist and pulled his body against the sheerness of her robe and the warmth of her form. She melted against his side, a perfect fit. But after a long, lingering kiss, she wouldn't let go. The tears came again. Her over-anxious behavior was the main cause for several dumpings. Her actions became more desperate with each occurrence. Even so, something in Jake's chest told him that he could make it all right for her. On the contrary, a pang of sense shot through his brain with the message that it wasn't his job to solve this gorgeous girl's problems.

"Will you be home for lunch?"

"No, but I'll call you then and let you know when I'll be back."

"Please don't be too much later."

"I won't, I promise." he said trying to break her grip.

She followed him to the garage and stood nearly naked next to the bike, her robe falling completely open as the garage door opened and Jake mounted his lean blockhead. His 36-year-old →

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eyes softly poured over her 21-year-old deliciousness. He questioned his emotions. Why not stay with her? She's beautiful, intelligent, works hard. She flashed him as he pulled his Softail into the street and disappeared around the corner. He rode for a couple of blocks and stopped to gas up. Dismounting, he leaned against the handlebars and sighed. What the hell had he gotten himself into? He started humming *Love, love makes me do foolish things,* as he pumped the high-test into the fatbobs. He rode for a couple of miles, then stopped in a small outdoor cafe and ordered a cup of coffee and a roll. He needed to think. Less than a year ago he had divorced a redhead, then didn't date for nearly the entire year, then Jennifer. He could still smell her sweet fragrance, taste her warm lips, and feel angelic flesh on his fingertips. But her consuming nature was way too much. His lungs felt tight as he attempted to breathe naturally. He struggled to free his body from the wraps of her affection, yet after a year the sex was unbelievable and he wanted it to go on forever.

He got back on the bike and headed for the hills. As he rolled through the streets he thought about his last wife, the road, Jennifer, and his freedom. He rode faster, until he was splitting lanes and squealing the tires when he left traffic lights. Soon he was on the highway headed into the San Jacinto Mountains, weaving past the weekend traffic into the pine tree-strewn hillsides. The crisp mountain air swept the scent of Jennifer from his mind. His conflicting feelings included intellectually knowing the relationship was doomed, poised against the tingling in his loins and his own need for female affection, but the road was talking sense to him. He had his own insecurities about his abilities with relationships, fired by his recent divorce. Two hours later he pulled into a gas station and refueled. New constitution coursing through his blood, he picked up the receiver on the pay phone and dialed. It rang twice before she picked up.

"Jake?"

"Yeah, baby, it's me."

"When are you coming home?"

"I'm not. I need some time ..."

"Where are you? I'll come and meet you," she said anxiously.

"Relax, Jen. I'll see you tomorrow. I need some time to think."

"I miss you already. I want to see you tonight. Who are you seeing? What's her name?"

"I'm not seeing anyone. I need some time to think about us."

"Where are you?"

"I gotta go."

"Wait ..."

He hung up and went back to the only friend he had that never saddled him with demands, except for fuel every 200 miles. Jake rode for another four hours. As the sun set over the peaks, another 2,000 feet above him, he rolled into Idyllwild, a small, picturesque mountain community. He found his favorite escape lodge and went inside. The blond receptionist looked up and her tanned face glowed. "May I help you?" she asked. She had that nonstop, healthy California look. Then she recognized him. "How are you, Jake? You need a room for the night?"

"How about a quiet room on the edge of the mountain for the rest of my life," Jake answered.

“She devoured him, her tongue a wild animal, her body blossoming against his”

"Bad day?"

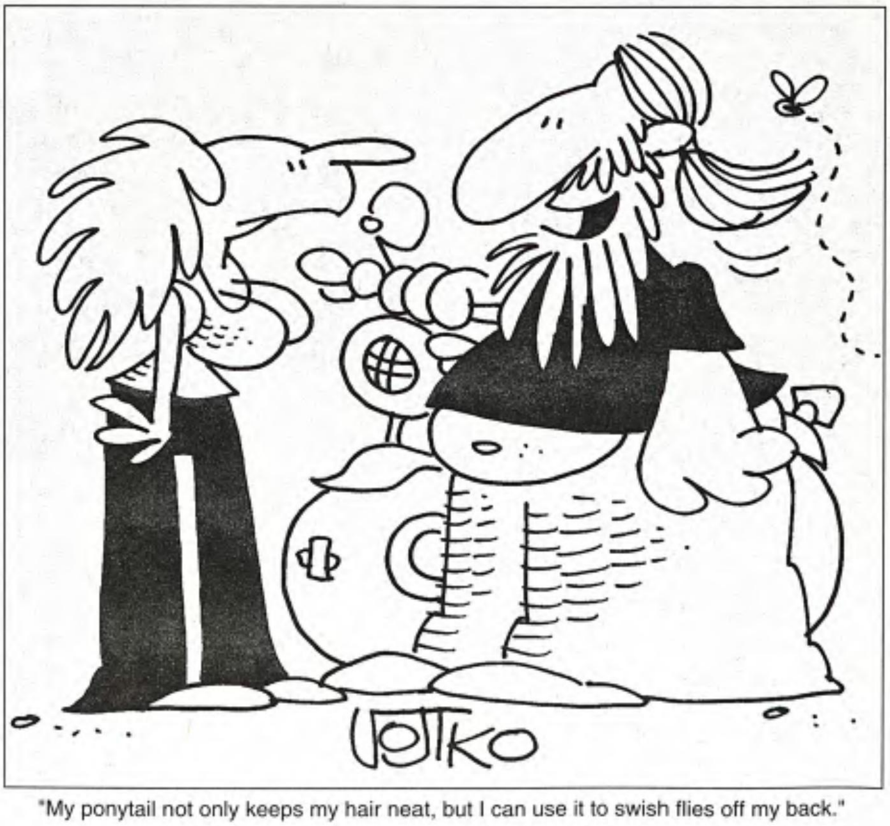
"Maybe a bad call."

"Huh?" she said, watching him.

"Nothing. I just need some quiet time."

"I understand. I've got a great suite for you away from the crowds," she said, handing him the key. "If there is anything I can do, don't hesitate to call." She wasn't only the receptionist—she owned the massive log cabin lodge and the adjacent cottages. Jake had come to know her when she took over the business and found financing for refurbishment. He was hired to handle much of the finish carpentry. He came to respect her for her tenacity and business sense. Part of his pay he took in trade, so he had a substantial credit at the inn. She was older than his last wife, and Jennifer, but she was obviously substantial in many aspects. He looked at her with respect as he signed his check-in slip.

Jake took his bedroll up to his room and unpacked. At one point he reached for the phone, then decided against it. He questioned himself, his feelings for Jennifer, and his past relationships. Confused and bewildered, Jake took a hot shower and went to the lodge for dinner. Sitting alone in the dining room, he studied the rustic architecture, the massive log beams, the rough but stylish furniture, and much of his own handiwork in the sideboards, which



"My ponytail not only keeps my hair neat, but I can use it to swish flies off my back."

contained elegant white china, crystal glassware, and linens. Staring at a freshly tossed Caesar salad he noticed something out of the corner of his eye. It was the owner, Virginia, walking toward him with someone slightly younger in tow. She was an inch taller than the five-foot-six blonde, but her hair was brilliant and red—redder than Jennifer's amber locks, and straighter and finer. Her eyes were bright emerald green and her frame was narrow and sleek. Jake stood, his six-foot, three-inch frame slowing their advance. The redhead was visibly impressed.

"Jake, this is an old college friend of mine, Sheila. She just moved to L.A., and came out to visit. I have to work. Would you keep her company?" Virginia asked.

"Of course. It would be my pleasure." Jake took her hand in his and felt her warmth penetrate his calluses. Their eyes met like two magnets coming dangerously close together. The attraction was obvious.

"I can see that no more introductions are necessary. I've got to get back to work," Virginia stated flatly, spinning on her heal to leave.

"Please, sit down," Sheila said as Jake held out a seat for the shapely redhead.

Jake studied her calves, feet, hands and thighs, before settling in with her wry smile.

"Like what you see?" she said seductively.

Gazing at her slim form, he didn't believe what was happening to him. Her shimmering dress formed a snake-like image undulating in her chair. Her feet were long and slender, following into fragile ankles and narrow, doe-like calves. Satin cupped her thighs like a second skin. "Yes, you are beautiful," Jake said, assessing her body once again. She reached under the table and gripped his thigh. Startled, Jake jerked, then relaxed as her hand moved to his crotch.

"How hungry *are* you?"

"How do you mean?"

"I mean, why wait? We can come back for a midnight snack later."

They got up from the table simultaneously and started for the hall. Before leaving sight of the lobby Sheila had her hand down the back of Jake's Levi's, grabbing harshly at his tight ass. He turned to face her in the rich corridor, and she pressed her slinkiness against his chest and lifted her face to his. He looked at her aggressiveness through jaded eyes and the tongue of a snake. He slipped his tongue gently, but forcefully, into the first of her caverns. She devoured →

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> "Going eyeball to eyeball with himself, he realized that for almost a decade, his attraction to redheads had been unrelenting"

him, her tongue a wild animal, her body blossoming against his, and her arms and legs becoming a sea of tentacles under his shirt, down his pants, and encircling his booted ankles.

He felt like he had an engagement with a vampire when they broke off. He was sapped, drained, and exhausted. She sucked him dry. The elevator doors opened. She moved against him, herding him into the elevator. Pressed up against the corner of the mirrored interior, he stretched to reach the buttons.

"Are you married?" she asked.

"No."

"Engaged?"

"No."

"Active?"

Jake paused, "No."

Sheila stepped back abruptly, "Huh? What's wrong with you?" she asked. Jake wondered himself. He was now passing up getting laid for the second time in the same day. He couldn't believe his own ears. His mind swam against the downward swirl of a whirlpool. He wasn't married, engaged, or anything. He had no commitments, stated or implied, but Jennifer ...

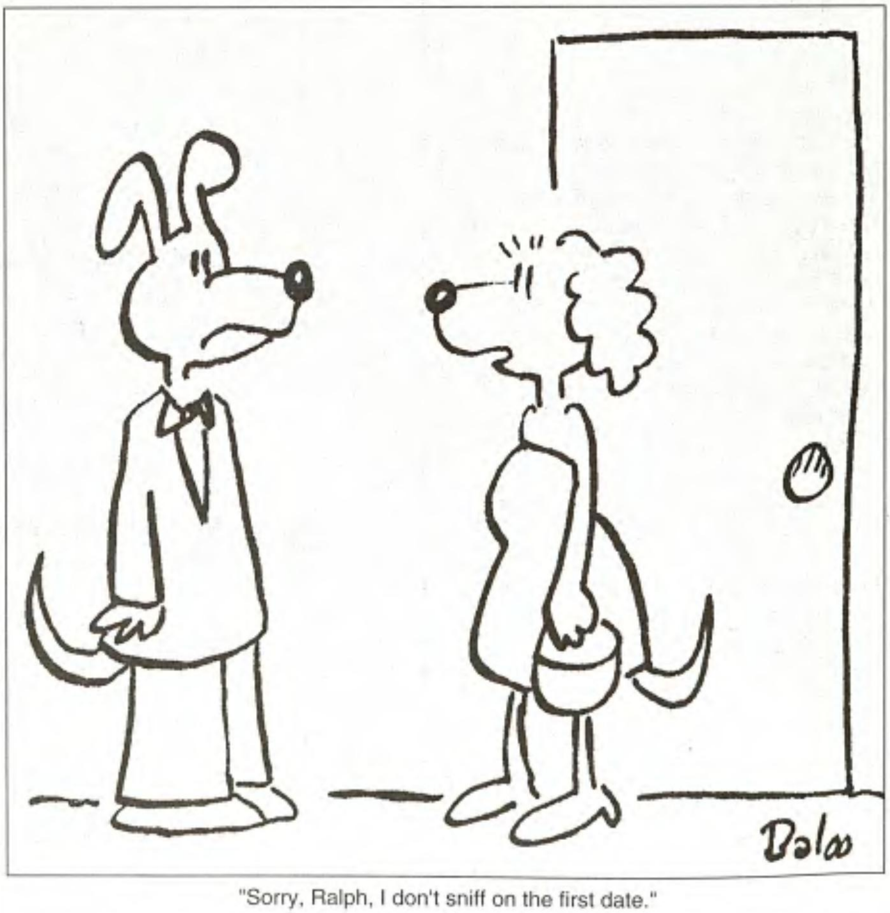
"You're not a homo or something like that, are you?"

"No."

"Say, how old are you?"

"What the hell do you mean by that?" Jake said, his ire rising. Color flushed into his cheeks. His mustache seemed to twitch under his nose. The elevator signaled the floor.

"Must not be much in bed," she said stepping out of the elevator. Jake caught his own image in the mirrored walls. The doors began to close. Going eyeball to eyeball with himself he realized that for almost a decade his attraction to redheads had been unre-



"Sorry, Ralph, I don't sniff on the first date."

lenting. Now, in one 24-hour period, while trying to break the Jennifer spell, he fell for another scarlet bombshell. Yet he wasn't convinced that the issue had reached an addiction level yet. Although Jennifer was making every attempt to enlist him in her corps permanently, he had not made overt steps toward any level of commitment. But, still, he was hammered with guilt. His image faded as the polished stainless steel doors closed, then something she said caught him, "Must not be much in bed." He caught the door with one hand and shoved the stainless steel walls apart, and stepped into the hall in time to catch Sheila's elbow spinning her into his arms. He crushed his lips against her crimson moistness. This time he took her wind. She staggered from the kiss, then stood bolt upright.

"Suppose I don't need to ask about passion," she said, breathing hard.

He slipped a muscular arm around her waist and pulled her hard to him as he slid the key into the door of his suite. "Not another word," he said to her as he pulled her inside.

They awoke mid-morning, asleep in each other's arms, in a ball of bedclothes at the foot of the king-sized bed. They made love again before they opened their eyes to the crisp morning sunlight. She left him on the floor, grabbed a robe, and disappeared into the head. Ten minutes later she bounded out of the bathroom. "I'm going to the pool," she said, opening the robe to reveal the slinkiest bikini he'd ever laid his eyes on. "Come on down," she said.

Jake watched her ass as she left the room before flopping onto the bed. A few minutes passed and there was a quiet knock on the door. Jennifer reentered his consciousness like a family of Jews waking to the sound of Nazis clamoring on their secret door. He sat bolt upright, the warm blood of lovemaking disappearing from his face. She knew that he loved this place—and had credit. From pale he went directly to sweat-soaked. "Hello," he stammered.

"Jake?" The soft voice crept through the door like smoke from the Old Witch Of The West creeps under doors to destroy all those who breathe it. Jake jumped to his feet, tossed the pillows back on the bed, grabbed a robe, and jogged to the door. Tentatively, he opened it a crack and looked into the hallway. Small feet in jet-black pointed high heels were aimed menacingly at his door. The calves associated to the shoes were shapely and slightly tanned. The skirt was official, although snug. The vest and blouse were professional. Jake's forehead beaded with sweat, then his eyes caught the tips →

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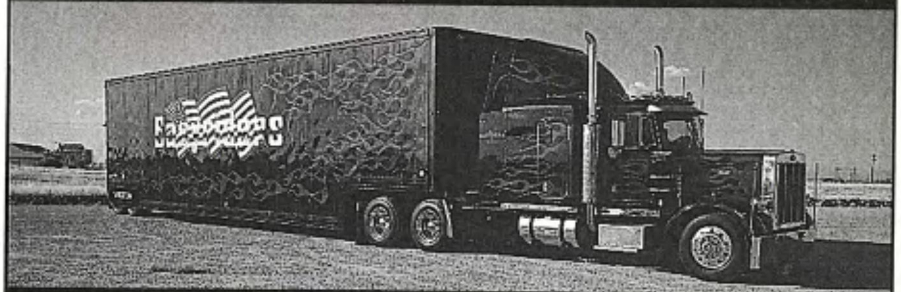

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of blond waves. His heart was in his throat as his eyes met Virginia's. "What the hell?" he said.

"Thought for sure you'd need a cup of coffee and a muffin. Sheila help you relieve some of that pent-up stress?" Virginia offered.

"To say the least," Jake said, opening the door.

Virginia left the food and said goodbye. Jake watch as she strutted efficiently down the hall. He tried to relax as he cleaned up and headed for the pool. As he closed the wood grain door to the room the phone started to ring. He paused with his hand on the knob and wondered who might be calling. It kept ringing. The options weren't positive. He let the knob go and walked toward the pool. He felt good, but his mind was whirling with thoughts, emotions, and questions. Stepping out of the hotel into the pool area he felt the rays of the mountain sun caress his body. It felt soothing, rejuvenating, and momentarily it took his mind off of relationships. His eyes dilated as the sun blinded him. He couldn't see the pool, but he had designed the decking with the panoramic view of the valley below, so he knew the general direction to the diving board. As his eyes began to clear he felt the heated fluid engulf his body as he dove and swam under water to the opposite end. Coming up on the other end he spun around, his back against the shallow tile, and wiped his face. Immediately, he felt the softness of a woman against his side. Lips touched his left lobe. "Surprise, baby."

His mind froze as someone at his right grabbed his other arm, "Who's that?" Sheila demanded. "I thought you weren't seeing anyone."

Jake shook his head. Jennifer was already in tears on his left while Sheila was trying to twist his upper arm out of his shoulder socket. "I said I wasn't engaged."

"Who is she?" Jennifer demanded.

"Jake pulled himself from the banks of the Red Shark Lagoon as Virginia bolted from the hotel doors"

"Jennifer, this is Sheila." Jake stood and faced them both. "Sheila this is Jennifer."

"I thought you loved me," Jennifer sniveled.

"Who is this bitch, and what does she mean to you?" Sheila hollered.

"Hash, it out on your own," Jake said before diving over backward and swimming to the deep end. For Jake, either end of the pool represented the deep end.

Jennifer turned toward Sheila. "We've been going out for a long time."

"He sure didn't show it last night," Sheila retorted, her nose in the air.

"We're going to be married," Jennifer suggested, trying to muster enough confidence to convince Sheila.

"Hey, if you think that I'm going to give him up, forget it," Sheila barked at Jennifer before diving into the water and swimming toward Jake. Jake was treading water underneath the diving board. An older, balding tourist held onto the tile railing and pondered the situation. "You're not winning a popularity contest today," he said, watching the redheads argue.

"I broke the Code of the West," Jake said. "You can't put two redheads in the same swimming pool." Both crimson beauties were swimming in his direction.

"Phone call for Jake. Phone call for Jake," the hotel squawk box announced. "Emergency phone call for Jake!" the voice continued.

Jake pulled himself from the banks of Red Shark Lagoon as Virginia bolted from the hotel doors. "You can take the call in my office," Virginia said, throwing a towel over Jake's shoulders as they entered the air-conditioned interior of the hotel. As she lead him into the spacious owner's suite Jake was distracted with the clean, simple, yet elegant layout. Her office was organized and neat. She followed him in and shut the door.

"What line is the call on?" Jake asked, reaching for the phone.

"It isn't," she said.

"It isn't, what?" Jake asked, bewildered. He noticed her neat bookshelf with various books on the area, historic books on building, and books on construction. She'd done her homework for the project, and it showed in the overall handling of it and the final product.

"There isn't a call. I could tell you needed a time-out," she said, her back to the door, hands behind her back holding the knob against her ass, her legs crossed slightly.

"Then what do you say we go for a ride?" Jake asked.

"I was hoping you'd ask," she returned.

—Fiction by K. Randall Ball

"I'll have them topless!"

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EASY EVO IGNITION BACKUP
Low Tech, But You Can Limp Home

When it comes to scootin' from point A to point B, it's always a good idea to carry some insurance—both figuratively and literally. The Space Shuttle does it by packing double, triple, even quadruple backup systems. In other words, it's got built-in spare parts. If something drops off in the dust or otherwise fails, there's another high-dollar doohickey ready to dance in its place. In olden times, multi-engined warplanes like the Boeing B-17 bomber or the Lockheed P-38 Lightning fighter could still fly home with one of their mills shot to smithereens. More recently, some door slammers, like Cadillac's Northstar-engined Eldo, come factory-equipped with "limp-home" modes that will keep the cage rolling (however slowly), even if engine coolant is lost or the on-board computer fails.

But what about us bros stuck on the side of the road when our bikes' brains fail? Well, thanks to rocket scientists, propeller brains, and the Evo eggheads here at *Easyriders*, we've got some fail-safe ideas comin' at ya.

The first is just a general suggestion on what to carry to aid the roadside blues: 1. Tire inflation in a can may or may not cure a leak permanently, but the added pressure will at least let you ride—instead of walk—to a friendly repair shop. 2. A stubby screwdriver or two (slotted and Phillips head) and medium-size pliers or vise grips are good for general wrenching. And to attach things in jeopardy of falling off, try packing some duct tape, five-minute epoxy, hose clamps, and metal plumber's tape.

Now, let's move on to some more specific stuff. This cures sudden ignition woes, and it's compact, low buck, and easily installed in a roadside pinch. So much for the sales pitch. Actually, credit Dave Perewitz and the crew at Cycle Fabrications (909 N. Main St., Brockton, MA 02401, (508) 586-2511).

Like most modern power plants, Evo engines are sparked by either a stock or aftermarket electronic, pointless ignition system. But when a rare failure in the ignition module occurs, it's likely to be sudden—they just go out in the blink of an eye.

Photo 1

Photo 2

Photo 3

Photo 4

What's more, the module that controls ignition is a solid block of potted material that generally prevents disassembly and trouble shooting.

Thanks to legendary Harley parts and their interchangeability, there's a mechanical backup that bolts in—even to late-model Evolution engines. The secret is to carry some old-time parts—available either from H-D or Accel—including a breaker plate with mechanical points (photo 1). Thanks to Harley, the mechanical advance unit (if needed), the ignition cam, and older plate will all go in with a minimum of fuss.

So, here are the details on this low-tech magic. Let's start with the basic tool list:

One Buck knife or jackknife to cut the wires.

One roll of black electrician's tape or plastic screw-on connectors.

One shorty screwdriver to remove and install the plate.

One adjustable wrench for removing/replacing both the ignition timing screw and spark plug.

One set of small sockethead (Allen key) wrenches.

One sockethead wrench (9/16-inch, or to fit your scoot) for removing the timing mark plug.

One cigarette pack for use as an emergency feeler gauge.

Next, you'll want to have available the parts themselves. What you will bring along will depend on the specifics of your bike's ignition. See the following list for details. Note that the Accel kit has a breaker plate with mechanical points, but a chip instead of a condenser.

Replacement parts for a stock, late-model (1989-up) ignition:

Accel #8503—entire swap-in kit with breaker plate, points, ignition cam, advance mechanism, longer retaining screw, coil wire.

The parts to replace most aftermarket electronic ignitions:

1. H-D #32577-70—breaker plate assembly with mechanical points, condenser.

2. H-D #2542-70A—ignition points cam.

3. H-D #70456-73—coil wire.

First, eliminate the obvious causes:

1. Out of gas

2. Master switch (or any hidden kill switch) inadvertently turned off

3. Broken wires, loose terminal lugs

If none of these check out, then it's time to suspect the ignition module.

> "Thanks to legendary Harley parts and their interchangeability, there's a mechanical backup that bolts in"

Photo 5

Photo 6 *Photos: Jake*

On 1989 and later stock models, it's located under the seat. The circuitry is a computerized brain, providing ignition advance electronically, but it can—and does sometimes—get the equivalent of Alzheimer's disease. On most aftermarket ignitions the module is situated under the point cover itself.

Next, remove the small cover on the cam case by unscrewing the two Allen cap screws. (The original late-model stock cover is riveted on—for which you will need a cold chisel and hammer.) Then, pull the inner cover—two head screws here (photo 2). You'll see a rubber gasket that comes off next. The timing plate with the electronic pickup now sees the light of day. Unscrew the two remaining studs and then pull the plate. You'll have to cut the coil wire at this point (photo 3). What you are left with is either a circular polymer electronic trigger (aftermarket) that's sitting on a mechanical advance unit, or a bucket-shaped metal trigger with slot (H-D electronic) that's sitting directly on the engine shaft.

In either case, undo the inner screw and remove the trigger. If you are fixing late-model stock electronics, install the mechanical advance unit from the Accel kit on the engine shaft. Make sure the unit fits onto the keyway. Then, on both stock and aftermarket ignitions install the breaker point cam (photo 4).

Here's a very important detail. Make sure the flat part milled onto the inner shaft of the point cam slides down by—*not on top of*—the small roll pin on the advance unit. If you can put the cam in 180 degrees out, it will hit the roll pin. You can check by looking at the face of the hollow point camshaft and the end face of the advance unit that comes up in its bore; the two faces should be flush. If the cam face stands higher, you've got it in 180 degrees out, and it's hitting the roll pin. Remove it, turn 180 degrees, and then reinstall the bugger.

Now you can start to button things up. Sock down the timer screw. On formerly stock ignitions be sure to use the longer screw from the Accel kit. It's needed because you have added the mechanical advance unit. Install the replacement wire on the breaker points. Place the point plate in the cam cover (photo 5). Feed the wire through the cam cover and attach it to the coil, as you remove the prior coil connection. This step eliminates using the existing primary ignition harness in case the failure has happened there.

Since your engine is now gonna be sparked by good old-time mechanical stuff, you can time it the same way. Pull the front spark plug and kick the engine over slowly. You are looking for the front piston to start coming up on the compression stroke. Put your thumb on the plug hole, and it will be very easy to tell by the pressure. Once you have ballparked it, you'll want to rotate the engine to precisely 35 degrees BTDC (before top dead center). For that, use the timing mark on the crank. Unscrew the timing plug and kick the engine over a bit more until the mark appears in the inspection hole. Now you are dialed in to 35 degrees BTDC. Once you are there, turn the mechanical ignition advance unit counterclockwise with your fingertips until it is fully advanced (photo 6). You can retain its fully advanced position with a screwdriver tip, if need be. Now, with full advance, rotate the breaker plate until the points just break. This is where the cigarette wrapper is handy; place it between the points and exert a steady pressure. It will release just as the points separate. Having some extra hands sure helps. Sock down the point plate mounting studs and you're on the home stretch. Reinstall the gaskets and covers, and it's time to set sail for home.

This low-tech cure almost makes you want to build an entire retro scoot with a WICO mag, brass-bodied Linkert, mousetrap, rear chain, and a total loss JD oil system. Well, let's not go overboard.

—*Jake*

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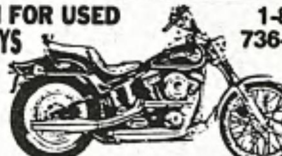

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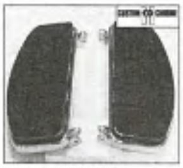

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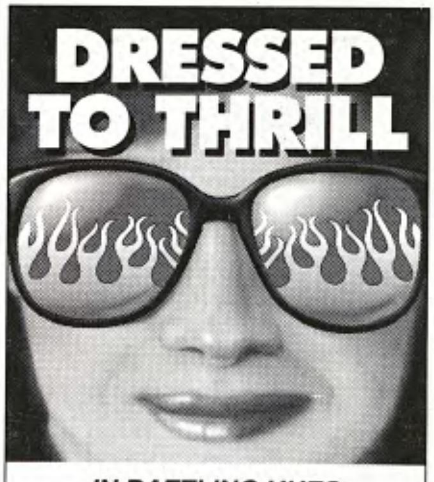

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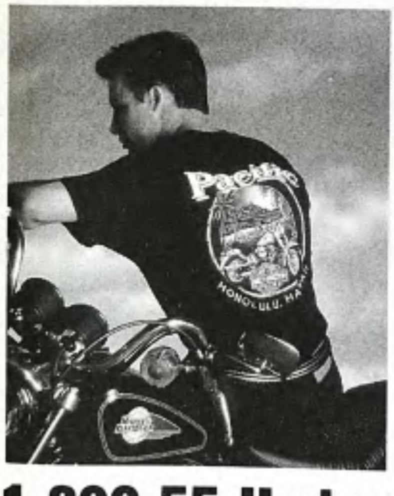

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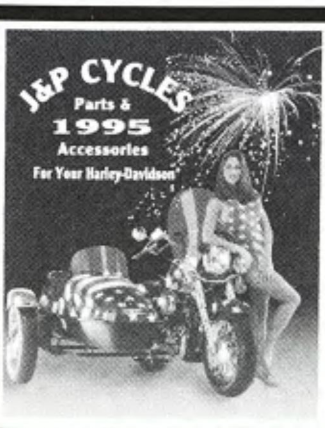

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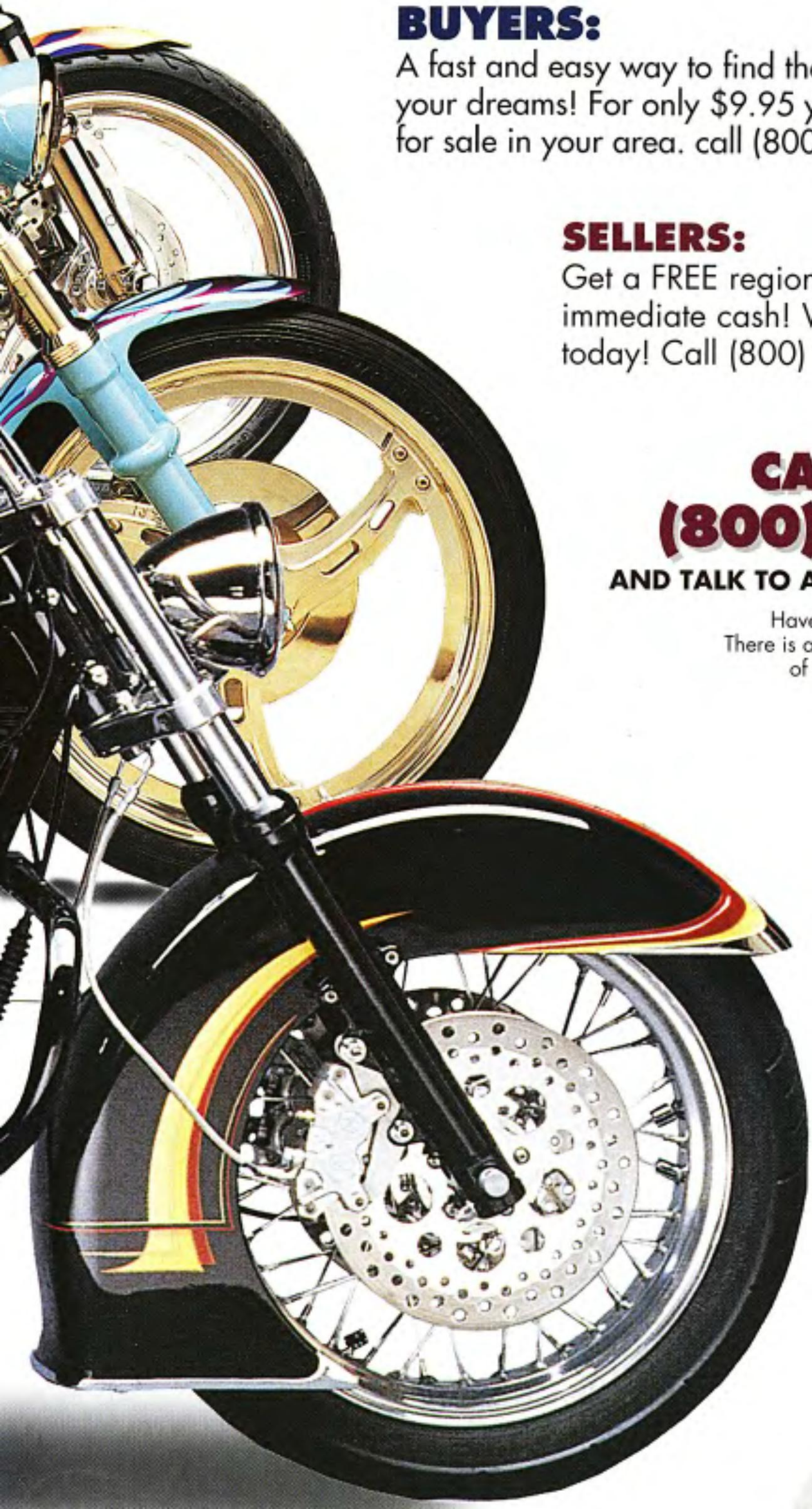

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READERS' RIDES

Photos: George Guignet

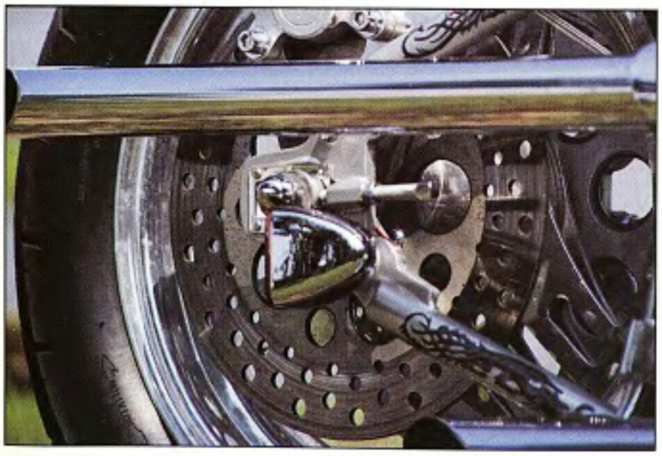
John Howell,
Merritt Island, Florida
1965 Harley-Davidson Panhead

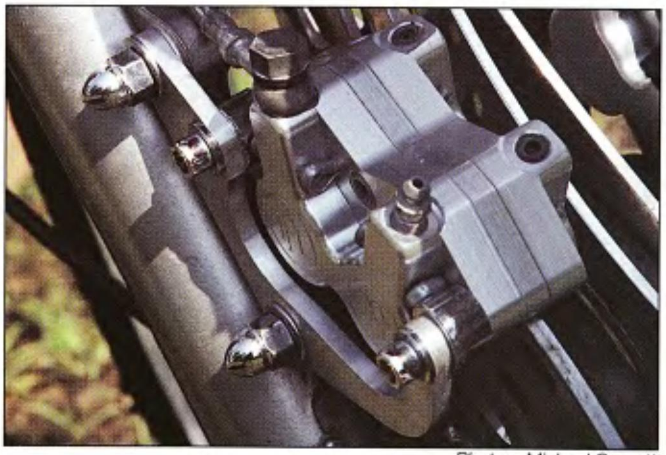
John caught the motorcycle bug back in 1967. After a few years of dirt and motocross riding, an older dude with a rigid frame chopper piqued John's interest in custom-built machines. John has never forgotten how he watched in awe, while the bro kicked that chopper to life and roared through the neighborhood. This riveting memory stuck with John, and finally, in 1989, he began gathering pieces of his dream machine. It had to be something from the 1960s, as well as clean and uncluttered—a pleasure to look at, and functional, too. With all the necessary parts and pieces in place, it was time to assemble the stuck-in-the-'60s Panhead, and turn an image into reality.

After more than a year of fabricating, molding, painting, assembling, and reassembling, John's creation was finally ready for the road. Unfortunately, fate had other ideas when a hit-and-run cager bumped the bike and knocked it over. Damage was superficial and, fortunately, the culprit was apprehended and made good on the needed repairs. Paint was redone, the original 16-inch apes were replaced with 20-inchers, and before long, she was ready to roll again.

As a native Floridian, John enjoys his ride every day—all year long. John has owned and operated Performance Cycle Enterprises in Cocoa Beach, Florida, since 1991. With an occasional assist from Greg Harmon, John builds engines and complete bikes; his shop also features maintenance, parts, and accessories. He also enjoys having a party at his shop every now and then. Choppers, parties, riding year 'round—does it get any better?

—George Guignet





Photos: *Michael Cornett*

J.R. Burris, Cottageville, South Carolina
1990 Custom Rigid

Returning home after 10 years in the Big House, J.R. Burris was good and ready to celebrate his freedom. With lots of catching up to do, it wasn't long before the name J.R. Burris became synonymous with the most righteous state-wide ABATE parties south of the Mason-Dixon. During those South Carolina summers, it was an everyday occurrence to find bikes from all over the East—and then some—lined 10 rows deep around J.R.'s privately owned 3 ½-acre lake. That, along with bros like Johnny Paycheck kicking back on J.R.'s front porch. But come winter, celebrating freedom meant getting serious about building another sled for his long-awaited putt to the 50th Anniversary at Sturgis. Naturally, this couldn't be just any sled. Said J.R.: "I had to have something different—something that was me."

Beginning with a Santee rigid chassis (33-degree rake), which he modified himself, along with the front and rear fenders, J.R. threw on a CCI oil bag, Performance Machine brakes and front pegs, S&S carb and air cleaner, a Sputhe close-ratio trans, and shotgun pipes. He sent his primary cover to Sumax for engraving, and had his ex-wife, Teri Burris, do the dragon-motif artwork, which J.R. painted himself. Everything seemed set to go. That is, until his brother, on his own '90 rigid, cracked the throttle and walked away from him. Can't have that. J.R. blasted home, tore down his scoot, and bolstered his '90 Blockhead with an 89-inch S&S kit, Dyna ignition, Andrews EV7 cam, and hydraulic lifters, with heads done by Sam's Performance (Summerville, S.C.) and balancing by Brawner's Precision. When he finally made it to Sturgis, the only one walkin' away was J.R. on his hopped-up hardtail, ridin' free and bakin' rubber on the Black Hills blacktop. —*Clay Dog*

READERS' RIDES

Keith Lorek
Chicago, Illinois
1973 Harley-Davidson FLH

Photo: Chuck Emery

A glass cutter by trade, Keith recently swapped his sandblaster for a welding torch and started his own custom bike building shop—Nitemare Cycles. This '73 FLH was his homegrown shop's very first project bike: "Nitemare Number One."

The stock 74-incher had seen better days when Keith bought it in Augusta, Georgia. Then, Keith latched onto a 91-inch S&S kit, and delivered the heads to the dean of the all-Harley drags, Bill Furr in Orangeburg, South Carolina, for a quick massage. Bruce from Grovetown, Georgia, helped out with the bottom end, and by then the FLH was ready for some new parts and pieces from up north.

Back in Chi-town, Keith started from square one. About the only thing not replaced or reworked was the headlight. When all was said and done, with some assembly help from Angelo of Markham Cycles, the reborn dresser boasted a Dyna-S ignition, an S&S lower end, Andrews cam, Sifton lifters, S&S carb and air cleaner, Paughco pipes, RevTech oil system, a strutless rear fender, CCI pegs and primary cover, a two-inch-under front end, and a slammed-as-low as-she'd- go rear with one-inch-under CCI shocks. Keith's trademark black-and-silver flame job (by Geo) and 21-inch apes set it all right.

These days, when Keith's not kicking back with his lady, Viki, his 7-year-old twins, Eric and Evan, his 6-year-old son, Tyler, or his key wrenching assistant, Susan, you can find him on Lakeshore Drive's "gold coast," scorching the street and remembering wild days and wicked nights in the Windy City. *—Clay Dog*

Rudi Weber,
Germany
1948-'78-and-up Harley Trike

Photo: Gitte Schilcher

The reason this trike exists is because its owner, Rudi Weber, doesn't have a motorcycle license. A couple of years ago a girlfriend of his bought herself a bike, and because he felt silly driving a car behind her and their motorcycling friends, he decided to get in the wind.

Actually, this is his second trike. The first one he built was a 1943 Servi-Car, a restoration with some personal embellishments. Having had the experience of building the Servi-Car, he kew exactly what he wanted in this one. And what he wanted was something special. The frame is a modified '48 Harley, which allows him—according to German law—to register the trike as a '48. The engine is a recent Evo-Pan, with cases from STD. The rest is original Harley, with the exception of what he built himself.

The transmission is a '78 four-speed, the rear wheels are 46-spoke from Kragen, and the front wheel is actually a 15-inch Harley rear wheel. Most of the Harley parts come from a shop in Ellwangen, called Custom Bike.

But check out his exhaust system: Rudi, who makes a living as a blacksmith, built it himself, using 10 to 12 drag pipes, which he cut up and welded together, using only the elbows. Tricky, eh? He also handfabbed the handlebars, the seats, and fenders, among the finer details.

—Himbeiss

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READERS' RIDES

Herb York
Arlington, Washington
1988 Harley-Davidson FXSTC

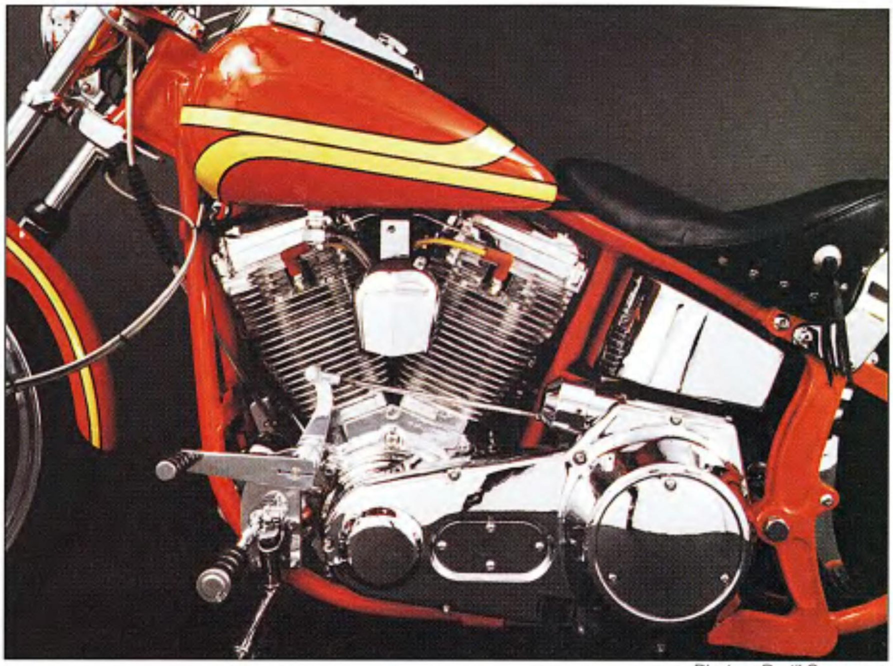
Born, raised, and still residing in the Pacific Northwest's timber-rich town of Arlington, Washington, Herb York had worked in the forest industry for more than 20 years and was knee-deep in wistful memories and owl shit when those mid-life blues set in. It wasn't long, though, before he was four-wheeling through town and spotted a new 1988 Harley in a window display. The woods-weary bro slammed on the brakes, and, within the hour, he rode out of the local Harley dealer on his very first scoot, an '88 FXSTC.

At first, Herb dressed up his bike with bolt-ons, which he bought from his bro Willie at his shop, V-Twin, in Bellingham. But after a while, Herb said, "I felt like I was just throwing ornaments on a Christmas tree. So, I studied what I liked and didn't like about the different custom bikes in *Easyriders* and decided to take mine to Lynnwood Cycle Barn for a ground-up."

After having his heads ported, polished and dual-plugged by Dave Mackie at Rivera Engineering, then pumping up the cubes to 96 inches and installing S&S pistons, rods, Sifton valve springs, and valves, solid lifters, a Crane cam (with a .510 lift), an S&S carb, a Barnett clutch, and a Karata mag with two 80,000-volt coils for spark, and 2-inch Python pipes for sound, he lowered the front end 2 inches and the rear 2 ½ inches with a White Brothers lowering kit, threw on a RevTech front rim, JayBrake forward controls, Ness mirrors, Corbin seat, and brazed a silver coin in his rear brake caliper for good luck. He then gave custom rod painter Clyde Moslander free rein on a paint job, and was glad he did.

Nowadays, whether riding deep into the rain forests on Washington's peninsula, blasting through the salty ocean breeze along Puget Sound, plowing through the snowdrifts up the switchbacks of Mt. Rainier, or scooting along the baking desert blacktop across desolate eastern Washington, Herb does it all from the saddle of 96 cubic inches of pure Harley thunder.

—*Clay Dog*

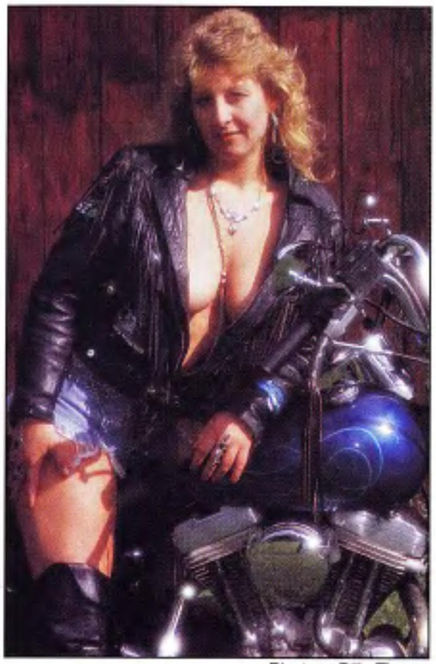


Photos: Bertil Svensson

Kimmer Panosh,
Depere, Wisconsin
1988 H-D Hugger

So what is it about this winsome Wisconsin fox, Kimmer Panosh, that spells pure panache? Most likely, it has something to do with the fact she pays no mind to those occasional barroom peanut tank torpedoes, you know—"Not a bad ride ... for a beginner." Or, "Hey, babe, when ya gonna get the other half of your Harley?"

Sportsters have been bad-rapped too long, wrongly presumed to be the piker's putt of preference. In reality, it was none other than H-D's stable of lean, mean Sportys that kept The Motor Company in the racing scene at all for the last quarter century—not to mention all the victory machines throughout the Sportster's K model ancestry. And what would the radical '60s have been without the classic chopper made from none other than all those XLCH—as in "competition hot"— radical Sportsters with that big ol' mag crawling off the side and a girder front end that stretched from here to eternity? Hell, even the Big Twin choppers of the late '60s and early '70s wouldn't have been the same without borrowing the Sportster's classic tank. As late as 1972, the introduction of Harley's Super Glide paid homage to the Sportster's leaner looks. But like the '50s, the mid-'70s saw more meat added to their Big Twin bones, and the classic XL choppers started looking more and more like a psychedelic flash from the past.



Photos: Billy Tinney

So, when it came time to modify her '88 Hugger, throwing on fatbobs and fishtails seemed about right—all things considered. After all, it's individuals like Kimmer Panosh who keep the proud legacy of Sportsters alive, well, and—in Kimmer's case—competition hot.

—Clay Dog

Flamin

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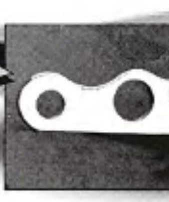

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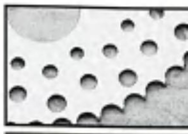

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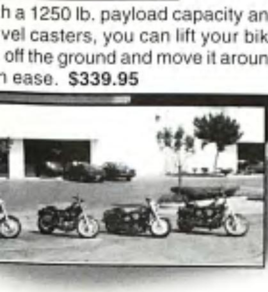

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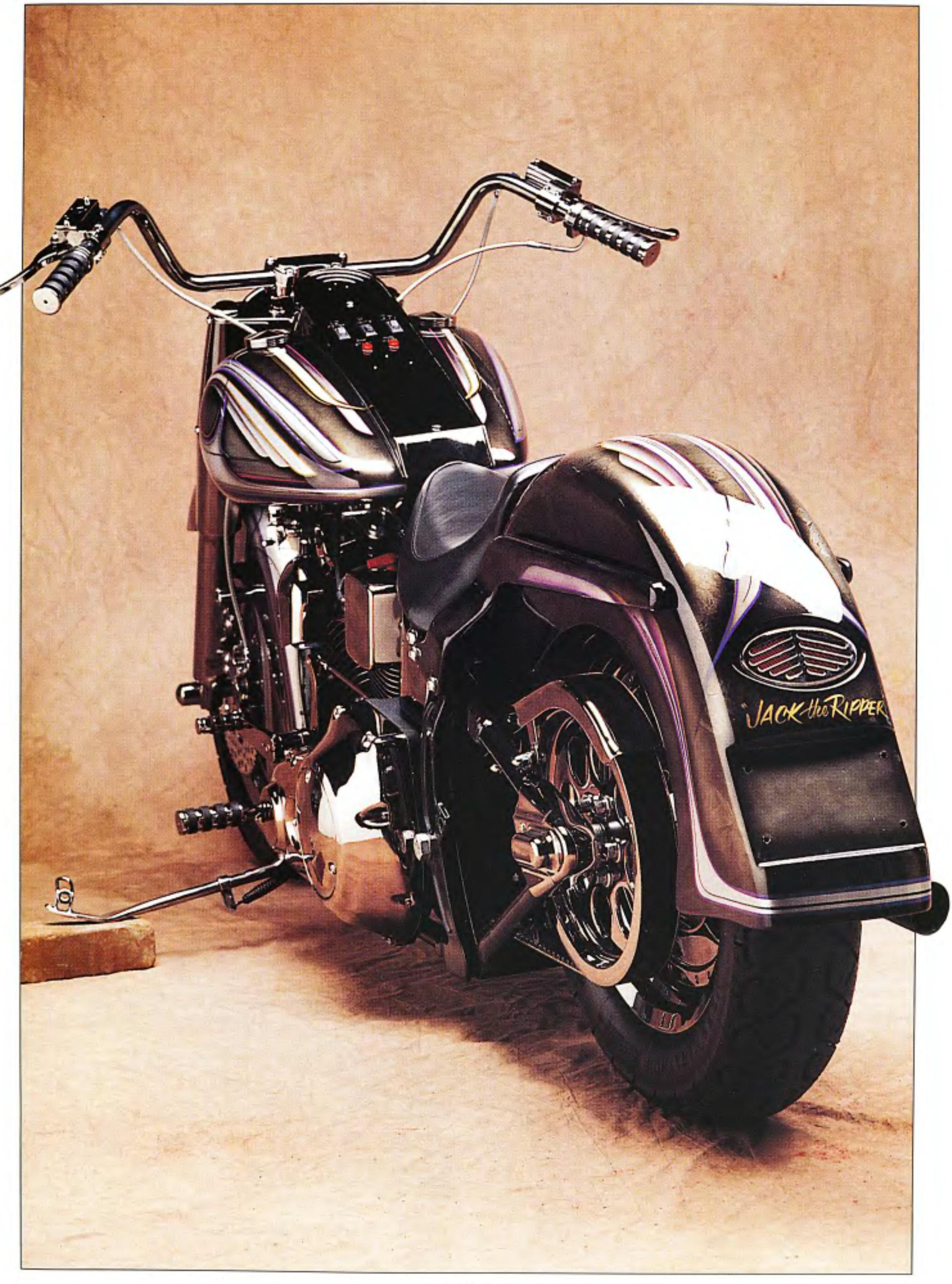
JACK THE RIPPER

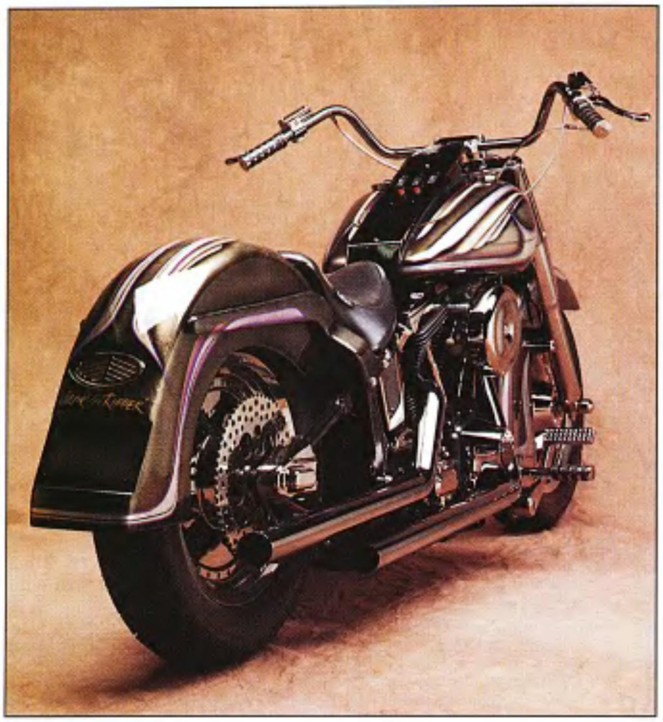
Former Slugger's Fat Boy Is A Dinger

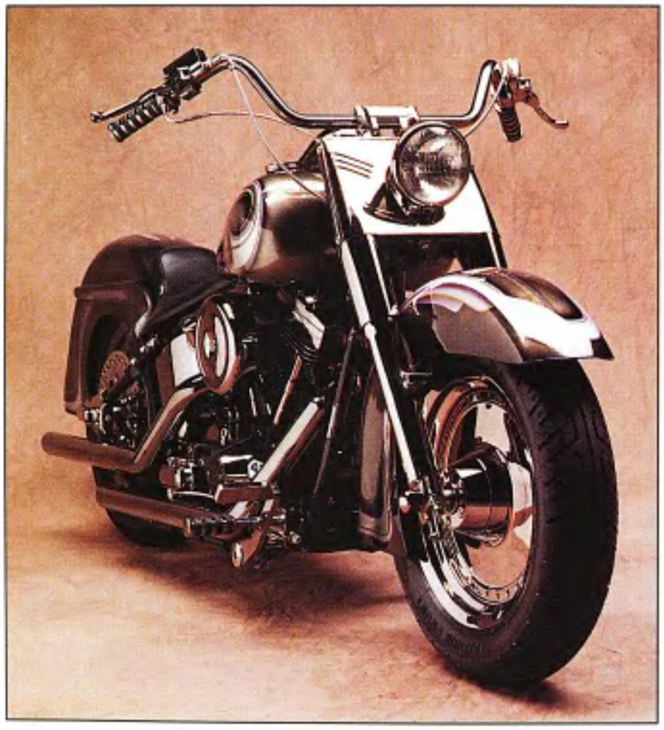
When former baseball great Jack Clark, a slugger's slugger if ever there was one, happened by Johnny Pag's old shop in Costa Mesa, California, he saw something that made him hit the brakes and spin around. Parked out front of Pag's place was a custom job Johnny had just finished. The former Giant, Cardinal, Yankee, and Red Sox slugger was so impressed he bought a slightly used Fat Boy right off the floor. And, before rolling it a foot, muttered a few ideas then handed the stock machine back over to Johnny for a redesign.

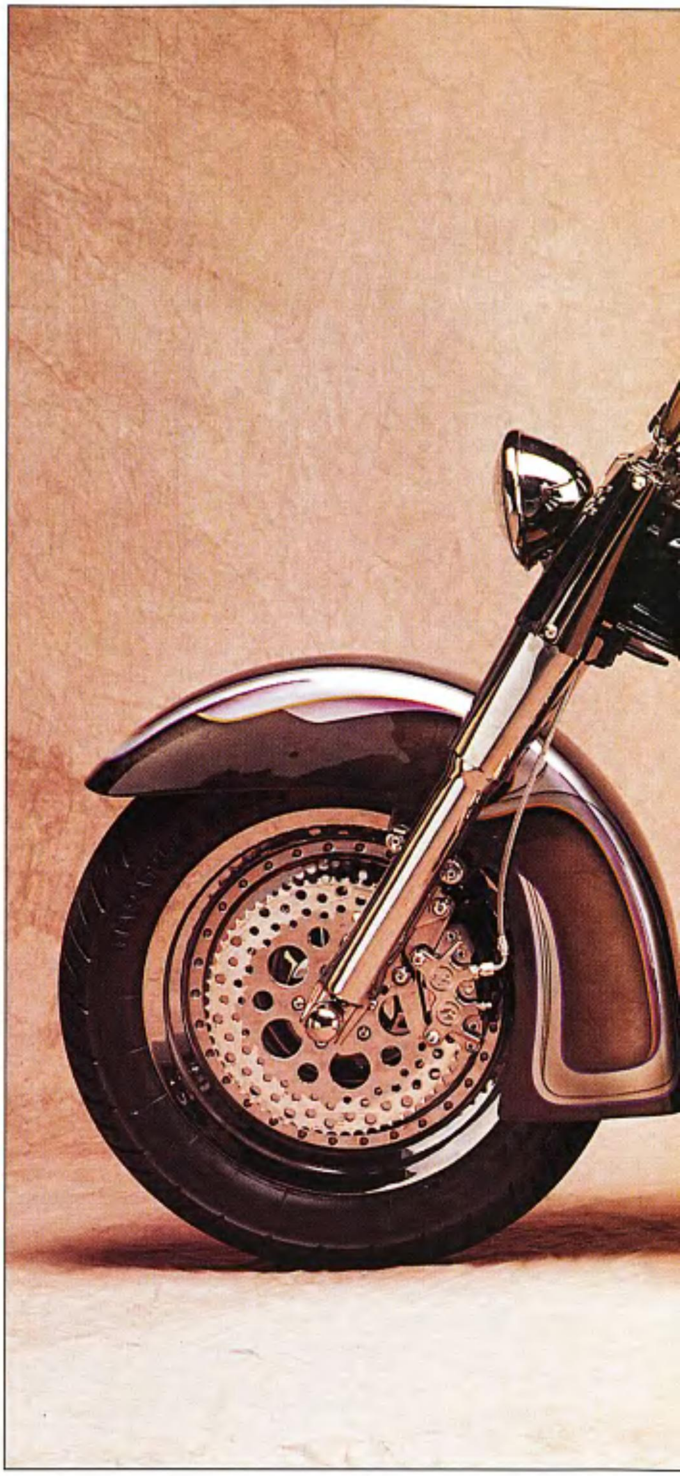
"I wanted something different, something unique, and since I'm six-three and two hundred fifty pounds, something big. But I wanted to keep it simple, clean, and classy," says Jack.

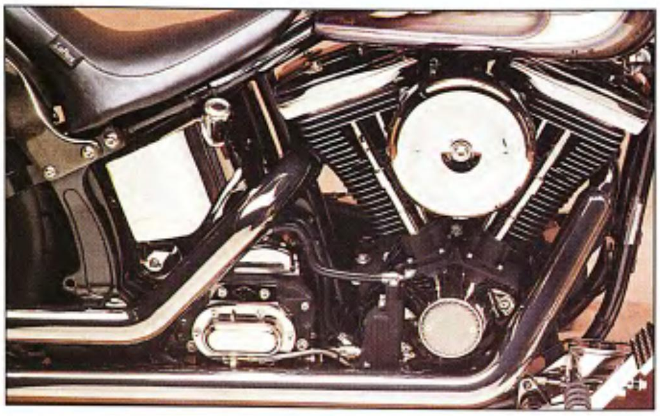
"Everything that was chrome is now black chrome," says Jack, who walked away from the major leagues with a .270 career average, 340 home runs, and a World Series ring straight into the seat of a Top Fuel dragster. "It has a mean, Darth Vader look. When you're going zero to three hundred in four seconds, it's good to unwind in between heats." →

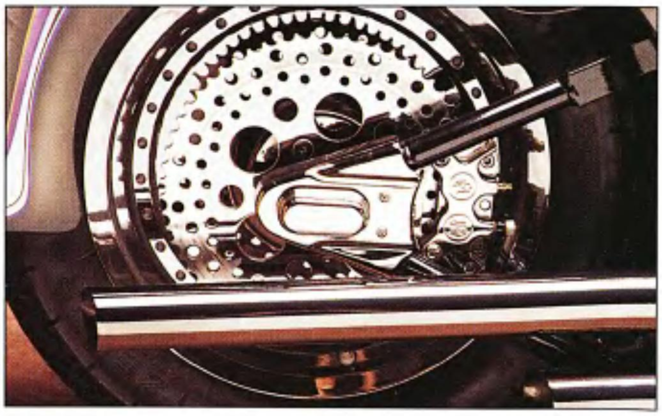

JACK the RIPPER











Johnny, who is now vice president of the franchise, Bikers Dream Superstores in Santa Ana, California, said the extensive rechroming meant the entire bike, except for the tranny and cases, had to be torn apart. Plating and painting burned out four of the seven months it took to finish the project.

"I didn't really mind the wait," Jack says. "I played for eighteen years, and my contract always forbid me to ride motorcycles, so a few more months didn't make much difference. I've got some lost time to make up for."

Highland Plating out of Los Angeles completely stripped off the shine, rebuffed the bare metal and replated it using black pigment chrome. The rotors were notched to resemble sprockets and Johnny added some of Bikers Dream's own line of components, including the custom billet dash.

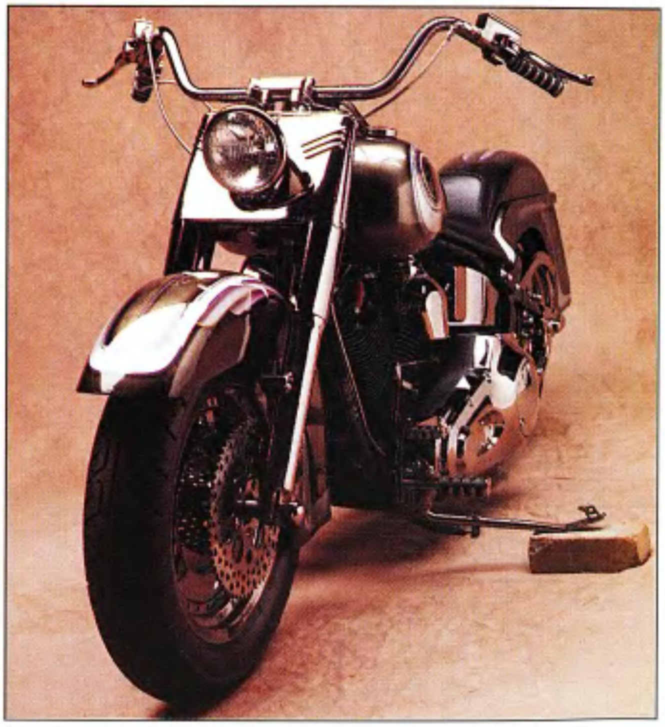
"Steve Kinney, who's been working with me for twelve years, and I gave the motor a boost with an Andrews EV3 139 lift cam, Mikuni HS 40 carb, and 42-inch Porker Pipes from White Bros. I fabricated the fenders myself out of fiberglass," says Johnny.

Jack might have been a racer earlier, as his father took him to the motorcycle races as a kid, but his baseball talent won out, and he now feels "blessed to take a second journey in life."

He adds, "This sport pits you against the machine. You're in your own little world, and nothing compares to it. It's like being shot out of a cannon when you accelerate in one second."

He enjoys the relaxation of riding after the intensity of drawing lots of G-forces. "There's nothing better than cruising," Jack says.

—Josh →



Owner: Jack Clark
City: Dallas, Texas

General

Fabrication: Johnny Pag
Year and make: 1992 H-D
Model: Fat Boy
Chroming: Highland Plating (L.A.)

Engine

Year: 1992
Model: Evolution
Rebuilder: not yet
Ignition: H-D
Displacement: 80 cubic inches
Lower end: factory
Pistons: stock
Cases: H-D
Heads: H-D
Cam: Andrews EV 3
Carb: Mikuni HS 40
Pipes: White Bros. Porkers
Modifications: Mikuni air cleaner, assembly by Steve Kinney, Johnny Pag

Transmission

Year: 1992
Modifications: Performance Machine hydraulic clutch

Painting

Molding: none
Painter: X-Calibur
Color: black pearl
Special paint: graphics by Ian

Frame

Builder: H-D
Type: Softail
Modifications: none

Accessories

Bars: Chrome Specialties
Fenders: Johnny Pag
Headlight: CCI
Taillight: Ness
Speedo: none
Pegs: JayBrake
Gas tank: H-D
Oil tank: H-D
Seat: Chrome Specialties
Mirrors: Chrome Specialties
Grips: JayBrake

Forks

Type: wide glide
Modifications: 2 inches under

Wheels

Front: 16-inch, Dunlop, P.M.
Rear: 16-inch, Dunlop, P.M.

Photos: Silvermoon

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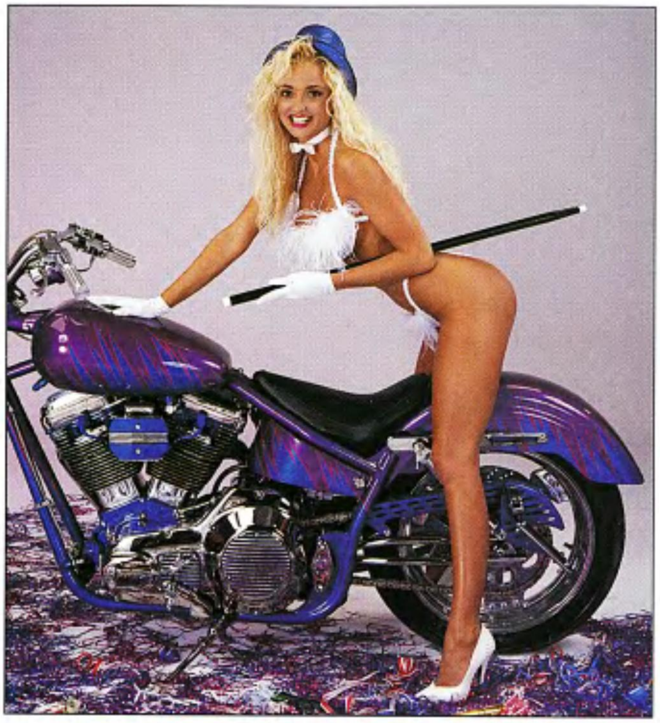
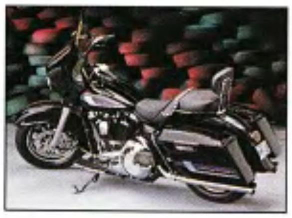


The **May** issue dedicates itself to curing cabin fever and losing the winter blues with its complete guide to the hottest exotic dance clubs in North America. Feast your eyes on the finest fillies on Earth as they shed their cares and strut their wares across the U.S. and Canada. Keep this issue safely stashed in your saddlebags all summer for quick reference to the finest clubs anywhere. In keeping with the party spirit, also on tap this issue is a Florida Keys run that'll have you taking off for the tropics, the Santa Rosa Beer Keg toss, an event that'll have you taking off for the nearest watering hole, and a special tour manual that'll have you taking off for the summer. And don't miss our six standup bike features, six righteous Readers' Rides, and six in-depth Tech Tips, including one on how to lower a dresser. Don't even think about missing it. *On sale March 30*



The special **First Anniversary** issue of *VQ* proudly features Billy Westbrook as our Master Builder, as well as eight great custom bike features including a wild racing Knuckle and the *VQ* Anniversary bike. You'll also visit the Arlen Ness custom creations museum, take a look at the *Easyriders* of Columbus Megastore, learn the amazing history of Drag Specialties, and find a far-out future gallery of super-custom Sportsters. *VQ* is the all-color magazine for the discriminating cycle connoisseur. *On sale now.*

Get on your best biker grubbies, 'cause we're gonna get dirty when we dive into our most in-depth, personal, and technical look ever at the just completed 1994 *Easyriders* Rodeo season. You'll have a front row seat to all the action—from the Southwest, Southeast, Midwest, Northeast, and Northwest—winding up in Lancaster, California, for the Grand Nationals. The **May** issue will be gassed up with your soon-to-be classic photos. Also shakin' will be a humorous Travelin' Trails to Zion and Bryce canyons in Utah. *On sale now*

EARLYRIDERS Because the ride never ends, we offer *Earlyriders*, our quarterly tribute to the finest in vintage motorcycles. In the **second** issue, you'll be treated to eight classic bike features, from a 1912 8-valve Indian Boardtrack Racer to Crocker's own Crocker, the X-1. Our master restorer is R. L. Jones of South Carolina, and we'll take you to Davenport, Iowa, for a word-class antique meet. With restoration tips, an interview with collector Jay Leno, and a variety of resources for the antique cycle aficionado, this is a collector's edition not to be missed. *On sale April 18*

QUICK THROTTLE Just when you thought it was safe to twist the wick, the **premier** issue of *Quick Throttle* burns rubber to bring you a new dimension in white-knuckle racing and high-performance Harleys. Each issue will pack more high-tech tips for your buck than a turbo-charged, nitro-burning Harley to hell! Learn the latest on carbon fiber parts and nitrous systems, plus a magneto performance guide, new products, racing news, and five hot rod bike features. *Quick Throttle* is the magazine for the serious horsepower purveyor. *On sale now*

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MONROE, WASHINGTON
March 31, April 1, 2, 1995
Evergreen State Fairgrounds

HOUSTON, TEXAS
April 21, 22, 23, 1995
Hyatt Regency Downtown

WINSTON-SALEM, N. CAROLINA
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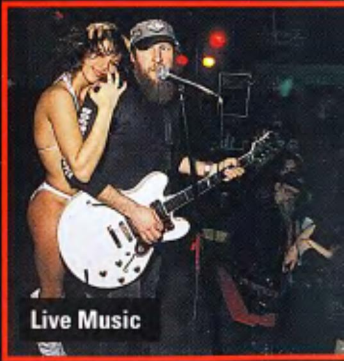
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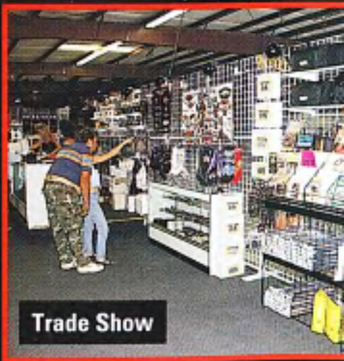
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